SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

118

FOR THE

WESTERN DIVISION

To Take Effect Sunday, June 28, 1908, at 7:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

FROM SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS	FIRST CLASS																	Distance from San Francisco	Time Table No. 118 June 28, 1908		
	148	**10**	**16**	**6**	**48**	**26**	**44**	**50**	**18**	**14**	**24**	**8**	**2**	**46**	**4**	**84**	**42**	**20**				
	Martinez Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P Atlantic Express	Vallejo and Sacramento Passenger	The Owl	San Ramon Calistoga & Santa Rosa Passenger	Stockton & Fresno Passenger	Sacramento & Oroville Passenger	Portland Express	Tonopah Express	Los Angeles Passenger	Overland Limited	Martinez Passenger	C. P. Atlantic Express	Bakersfield Passenger	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger				
	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**	
	7.00PM	9.00PM	8.20PM	6.20PM	5.40PM	5.00PM	4.00PM	3.20PM	3.00PM	2.20PM	10.40AM	10.20AM	10.00AM	9.40AM	9.00AM	8.20AM	7.40AM	7.00AM	0.0	DN	**SAN FRANCISCO** 4.5	Oakland Ferry
	7.18	9 18	8.38	6.38	5.58	5.18	4.18	3.38	3.18	2.38	10.58	10.38	10.18	9.58	9.18	8.38	7.58	7.18	4.5	DN	**OAKLAND PIER**	
WI	7.28PM	9.30PM	8.50PM	6.48PM	6.08PM	5.28PM	4.28PM	3.47PM	3.25PM	2.47PM	11.10AM	10.50AM	10.32AM	10.07AM	9.30AM	8.47AM	8.07AM	7.28AM	4.5	DNR	**OAKLAND PIER** 1.4	
Term. Yard WFITYO																			5.9	DNR	WEST OAKLAND 0.6	
17,626	s 7.35	s 9.37	s 8.57	s 6.55	s 6.14	s 5.34	s 4.34	s 3.53	s 3.31	s 2.53	s 11.17	s 10.57	s 10.39	s 10.13	s 9.36	s 8.53	s 8.13	s 7.34	6.5	PR	OAKLAND 1.1	
21,744																			7.6		EMERY 1.2	
10,142	7.39	9.42	9.01	6.59	6.18	5.39	4.38	3.57	3.35	2.58	11.21	11.01	10.44	10.18	9.42	8.57	8.16	7.39	8.8		STOCK YARDS 1.6	
14,659	7.42	9.46	9.04	7.03	6.22	5.42	4.41	† 4.01	† 3.38	3.01	11.25	11.04	10.48	† 10.22	9.45	† 9.00	8.18	† 7.43	10.4		WEST BERKELEY 0.8	
5,844	† 7.43	9.47	9.05	7.04	6.23	5.43	4.42	4.02	3.39	3.02	11.26	11.05	10.49	10.23	9.46	9.01	8.19	7.44	11.2		CORBIN 0 5	
7,367	f								f					f				f	11.7		FLEMING 0 4	
7,575	f 7.46	9.49	9.07	7.06	6.25	5.45	4.44	4.04	3.42	3.04	11.28	11.07	10.52	10.25	9.48	9.03	8.21	7.46	12.1		NOBEL 0.7	
7,488									f					f				f	12.8		VIGORIT (Spur) 1.1	
16,974	s 7.49	9.51	9.10	7.09	6.28	5.48	4.46	4.08	s 3.46	3.07	11.31	11.09	10.55	s 10.29	9.50	9.06	8.24	s 7.50	13.9	D	STEGE 2.1	Automatic Block. Double Track.
14,930	s 7.52	9.54	9.13	7.12	6.31	5.51	s 4.49	f 4.11	s 3.49	s 3.10	s 11.34	s 11.12	10.58	s 10.33	9.53	f 9.09	8.27	s 7.54	16.0	D	RICHMOND 1.6	
14,223 W	s 7.56	9.56	9.15	7.14	6.34	5.53	4.52	† 4.14	s 3.53	3.12	11.37	11.14	11.01	s 10.37	9.56	9.11	8.29	s 7.58	17.6	D	SAN PABLO 2.1	
4,170	f 8.01	10.00	9.19	7.18	6.36	5.57	4.55	4.18	s 3.58	3.16	11.41	11.18	11.05	f 10.42	9.59	9.14	8.32	s 8.02	19.7		GIANT 1.1	
6,194	f 8.03	10.02	9.21	7.20	6.38	5.59	4.57	4.20	* 4.00	3.18	11.43	11.20	11.07	f 10.44	10.01	9.16	8.34	8.05	20.8		SOBRANTE 3.2	
6,520	s 8.10	10.08	9.26	7.26	s 6.43	6.04	5.02	† 4.27	s 4.07	3.24	11.50	11.26	11.14	s 10.52	10.06	9.21	8.39	s 8.12	24.0	N	PINOLE 0.8	
4,744																		*	24.8		HERCULES 1.7	
14,695	s 8.15	10.13	9.30	7.30	6.48	6.08	5.05	4.32	s 4.12	3.28	11.55	11.30	11.19	s 10.57	10.10	9.25	8.43	s 8.18	26.5		RODEO 1.0	
2,315																			27.5		OLEUM (Spur) 0.6	
9,096	f 8.19	10.17	9.33	7.33	6.51	6.11	5.08	f 4.36	4.16	3.32	11.59AM	11.34	11.24	f 11.02	10.13	9.28	8.47	f 8.22	28.1		TORMEY 0.9	
9,466	s 8.21	10.18	9.34	7.34	s 6.52	6.12	5.09 5.15	† 4.37	s 4.18	3.33	12.01PM	s 11.35	11.25	s 11.04	10.14	9.29	8.48 8.55	s 8.23	29.0	D	**VALLEJO JUNC.** 1.0	
22,630	s 8.23	10.20	9.36	7.36	6.54	6.14	s 5.18	s 4.40	s 4.20	3.35	12.03	11.37	11.27	s 11.06	10.16	9.31	s 8.57	s 8.26	30.0	D	CROCKETT 2.1	
43,542 WFITO	s 8.28PM	s 10.25PM	s 9.40PM	s 7.40PM	s 6.58PM	s 6.18PM	s 5.25PM	s 4.47PM	s 4.25PM	s 3.40PM	s 12.10PM	s 11.42AM	11.35AM	s 11.13AM	s 10.20AM	s 9.35AM	s 9.04AM	s 8.33AM	32.1	DNR	**PORT COSTA**	
	To Martinez see page 8	10.25	9.40	7.40PM	6.58	To Martinez see page 8.	To Martinez see page 8.	To Martinez see page 8.	4.25	3.40	12.10	To Martinez see page 8.	11.35	To Martinez see page 8.	10.20	To Martinez see page 8.	To Martinez see page 8.	8.33	32.1	DN	**PORT COSTA** 1.3	Benicia Ferry
		10.53PM	10.10PM	8.10PM	7.20PM				4.45PM	4.00PM	12.30PM		11.55AM		10.42AM			8.50AM	33.4	DNR	**BENICIA**	
	Arrive Sunday only	Arrive Dailv	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(33.4)	
	(1.00)	(0.55)	(0.55)	(0.52)	(0.50)	(0.50)	(0.57)	(1.00)	(1.00)	(0.53)	(1.00)	(0.52)	(1.03)	(1.06)	(0.50)	(0.48)	(0.57)	(1.05)			...............Time over District	
	27.60	30.00	30.00	31.34	33.12	33.12	29.13	27.60	27.60	31.24	27.60	31.84	26.28	25.12	33.12	34.50	31.12	25.47			...............Average speed per hour	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

Trains must not exceed speed of forty (40) miles per hour while rounding curves between Kreiger and Port Costa.

TRAINS WILL STOP AS FOLLOWS:

At Krieger, Nos. 18, 20 and 46 on signal.
At Eckleys, Nos. 42, 44 and 46 on signal.
No. 148 Sundays, makes same stops as Nos. 18 and 50. Steamer connects Vallejo Junction for Vallejo.

REGISTERING STATIONS. Exception—

First and second-class trains only will register at Oakland.

TOWARD SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

Westward.

Time Table No. 118 June 28, 1908		Distance from Port Costa	FIRST CLASS																		SECOND CLASS	Telegraph Office Hours
			23	25	41	15	81	17	47	49	13	9	3	83	43	45	5	19	7	1	147	
			Tonopah Express	The Owl	Santa Rosa Calistoga & San Ramon Passenger	California Express	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	Fresno & Stockton Passenger	San Francisco Express	Fast Mail	C. P. Pacific Express	Bakersfield Passenger	Santa Rosa Calistoga & San Ramon Passenger	Martinez Passenger	C. P. Pacific Express	Sacramento Passenger	Los Angeles Express	Overland Limited	Martinez Passenger	
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	
DN **SAN FRANCISCO** 4.5	Oakland Ferry	32.1	7.48AM	8.48AM	9.28AM	9.48AM	10.28AM	10.48AM	11.28AM	12.08PM	12.28PM	1.08PM	3.28PM	4.48PM	6.08PM	6.48PM	7.28PM	7.28PM	7.48PM	8.28PM	10.38PM	
DN **OAKLAND PIER**		27.6	7.28	8.28	9.08	9.28	10.08	10.28	11.08	11.48AM	12.08PM	12.48	3.08	4.28	5.48	6.28	7.08	7.08	7.28	8.08	10.18	
DNR **OAKLAND PIER** 1.4	Automatic Block. Double Track.	27.6	7.18AM	8.17AM	9.01AM	9.12AM	10.02AM	10.15AM	11.00AM	11.42AM	12.02PM	12.35PM	2.55PM	4.12PM	5.44PM	6.15PM	6.55PM	7.03PM	7.15PM	7.53PM	9.55PM	24 hours
DNR WEST OAKLAND 0.6		26.2																				24 hours
PR OAKLAND 1.1		25.6	s 7.11	s 8.10	s 8.54	s 9.05	s 9.56	s 10.08	s 10.54	s 11.34	s 11.55AM	s 12.27	s 2.47	s 4.05	s 5.39	s 6.08	s 6.48	s 6.56	s 7.07	s 7.46	s 9.46	
EMERY 1.2		24.5																				
STOCK YARDS 1.6		23.3	7.06	8.05	8.48	9.00	9.52	10.03	10.48	11.28	11.49	12.20	2.42	3.58	5.34	6.03	6.42	6.50	7.02	7.40	9.42	
WEST BERKELEY 0.8		21.7	7.03	8.02	8.43	8.56	* 9.48	* 9.59	10.45	*11.24	11.45	12.16	2.38	* 3.55	5.31	* 5.59	6.39	* 6.47	6.58	7.35	* 9.38	
CORBIN 0.5		20.9	7.02	8.01	8.42	8.55	9.47	9.58	10.44	11.23	11.43	12.15	2.37	3.54	5.30	5.58	6.38	6.46	6.57	7.34	9.37	
FLEMING 0.4		20.4			f											f						
NOBEL 0.7		20.0	7.00	7.58	8.38	8.53	9.45	9.56	10.42	11.21	11.42	12.13	2.35	3.52	5.28	5.55	6.36	6.44	6.55	7.32	9.35	
VIGORIT (Spur) 1.1		19.3						f								f						
D STEGE 2.1		18.2	f 6.57	7.56	s 8.34	8.50	9.42	f 9.52	10.40	11.17	11.39	12.10	2.32	3.48	5.26	s 5.51	6.33	* 6.41	6.52	7.28	f 9.32	7.00 AM to 7.00 PM
D RICHMOND 1.6		16.1	f 6.54	7.53	s 8.30	8.47	9.39	s 9.48	10.37	s 11.13	11.36	12.07	2.29	f 3.45	5.23	s 5.47	6.30	s 6.38	* 6.49	7.24	s 9.29	7.00 AM to 7.00 PM
D SAN PABLO 2.1		14.5	6.52	7.50	s 8.27	8.44	9.37	f 9.46	10.35	11.10	11.34	12.04PM	2.26	3.42	5.21	s 5.44	6.27	* 6.35	6.46	7.21	s 9.26	7.00 AM to 7.00 PM
GIANT 1.1		12.4	6.48	7.46	f 8.20	8.39	9.34	f 9.41	10.31	f 11.05	11.29	11.59AM	2.22	‡ 3.37	5.17	f 5.39	6.23	* 6.30	6.43	7.16	9.23	
SOBRANTE 3.2		11.3	6.46	7.44	8.18	8.37	9.32	f 9.39	10.29	11.03	11.27	11.57	2.20	3.35	5.15	f 5.37	6.21	6.28	6.41	7.14	9.21	
N PINOLE 0.8		8.1	6.40	7.38	s 8.11	8.30	9.27	f 9.33	10.24	s 10.57	11.21	11.52	2.13	s 3.28	5.10	s 5.31	6.15	s 6.22	6.33	7.08	s 9.15	7.00 PM to 7.00 AM
HERCULES 1.7		7.3														†						
RODEO 1.0		5.6	6.36	7.33	s 8.05	8.24	9.23	f 9.28	10.20	f 10.51	11.16	11.47	2.07	3.23	5.06	s 5.25	6.11	6.17	6.28	7.02	f 9.11	
OLEUM (Spur) 0.6		4.6																				
TORMEY 0.9		4.0	6.32	7.30	f 8.00	8.20	9.19	9.24	10.17	10.47	11.12	11.42	2.02	3.19	5.03	f 5.20	6.07	6.13	6.23	6.58	f 9.07	
D **VALLEJO JUNC.** 1.0		3.1	6.31	7.29	7.59 7.52	** 8.19	9.18	s 9.23	s 10.16	s 10.46	**11.11	11.41	** 2.01	s 3.18	5.02 4.52	s 5.19	** 6.06	s 6.12	6.22	6.57	s 9.06	7.00 AM to 7.00 PM
D CROCKETT 2.1		2.1	6.29	7.27	s 7.50	8.17	9.16	s 9.21	s 10.14	s 10.44	11.09	11.39	1.59	3.16	s 4.50	s 5.16	6.04	s 6.08	6.20	6.55	s 9.04	7.00 AM to 7.00 PM
DNR **PORT COSTA**		0.0	s 6.25AM	7.23AM	7.45AM	s 8.12AM	9.12AM	s 9.17AM	s 10.10AM	10.40AM	s 11.05AM	11.35AM	s 1.55PM	3.12PM	4.45PM	5.10PM	s 6.00PM	s 6.00PM	6.15PM	s 6.50PM	9.00PM	24 hours
DN **PORT COSTA** 1.3	Benicia Ferry	1.3	6.25	From Martinez see page 9.	From Martinez see page 9.	8.12	From Martinez see page 9.	9.15	10.10	From Martinez see page 9.	11.05	11.35	1.55	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	6.00	6.00	From Martinez see page 9.	6.50	From Martinez see page 9.	24 hours
DNR **BENICIA**		0.0	6.00AM			7.40AM		8.55AM	9.53AM		10.42AM	11.20AM	1.27PM				5.35PM	5.35PM		6.30PM		24 hours
(33.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	
Time over District…………			(0.53)	(0.54)	(1.16)	(1.00)	(0.50)	(0.58)	(0.50)	(0.57)	(0.57)	(1.00)	(1.00)	(1.00)	(0.59)	(1.05)	(0.55)	(1.03)	(1.00)	(1.03)	(0.55)	
Average speed per hour…………			31.24	30.66	24.00	27.60	33.12	28.54	33.12	29.10	29.10	27.60	27.60	27.60	28.08	25.47	30.00	26.28	27.60	26.28	30.00	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5.

Trains must get clearance card before leaving Port Costa.

Trains must not exceed speed of forty (40) miles per hour while rounding curves between Kreiger and Port Costa.

No. 19 connects with Steamer at Vallejo Junction.
No. 19 and 5 transfer together Benicia to Port Costa.
No. 5 will leave Port Costa ahead of No. 19.

TRAINS STOP AS FOLLOWS:

At Krieger, Nos. 45 and 17 on signal.
At Eckleys, Nos. 41 and 45 on signal.
No. 83 stops on signal, Giant Saturdays only, to receive passengers.
Nos. 3 and 5 will stop at Vallejo Junction to leave passengers from east of Sparks; also Nos. 13 and 15 passengers north Ashland.

Eastward.

FROM SAN FRANCISCO—Oakland Sub-Division: San Francisco, Port Costa, Benicia and Benicia Ferry.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY				THIRD CLASS						Distance from San Francisco.	Time Table No. 118 June 28, 1908.	
					218	246	250	268	220	202			
	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Sacramento Freight	Mendota Freight	Tracy Way Frt.	Way Freight	C. P. Through Freight	Sacramento Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		**STATIONS**	
											0.0	DN **SAN FRANCISCO** 4.5	Oakland Ferry
											4.5	DN **OAKLAND PIER**	
W Term. Yard TYWFIO											4.5	DNR **OAKLAND PIER** 1.4	Automatic Block. Double Track.
17,626					11.55AM	11.25AM	11.00AM	7.40AM	4.00AM	12.05AM	5.9	DNR WEST OAKLAND 0.6	
21,744					12.05PM	11.35AM	11.10AM	7.50AM	4.10AM	12.15AM	6.5	PR OAKLAND 1.1	
10,142											7.6	EMERY 1.2	
14,659											8.8	STOCK YARDS 1.6	
5,844											10.4	WEST BERKELEY 0.8	
7,367											11.2	CORBIN 0.5	
7,575											11.7	FLEMING 0.4	
7,488											12.1	NOBEL 0.7	
16,974											12.8	VIGORIT (Spur) 1.1	
14,930											13.9	D STEGE 2.1	
14,223 W											16.0	D RICHMOND 1.6	
4,170											17.6	D SAN PABLO 2.1	
6,194											19.7	GIANT 1.1	
6,520											20.8	SOBRANTE 3.2	
4,744											24.0	N PINOLE 0.8	
14,695											24.8	HERCULES 1.7	
2,315											26.5	RODEO 1.0	
9,096											27.5	OLEUM (Spur) 0.6	
9,466											28.1	TORMEY 0.9	
22,630											29.0	D **VALLEJO JUNC.** 1.0	
43,542											30.0	D CROCKETT 2.1	
TFIWO					1.55PM	1.05PM	12.30PM	12.20PM	5.40AM	1.40AM	32.1	DNR **PORT COSTA**	
	6.00PM	11.05AM	9.15AM	6.25AM	1.55PM	Via Martinez see page 8.	Via Martinez see page 8		Via Martinez see page 8.	1.40AM	32.1	DN **PORT COSTA** 1.3	Benicia Ferry
	6.15PM	11.15AM	9.30AM	6.40AM	2.45PM					2.30AM	33.4	DNR **BENICIA**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(33.4)	
					(2.00)	(1.40)	(1.45)	(5.00)	(1.40)	(1.35)		............Time over District	
					13.80	15.72	14.96	5.25	15.72	16.54		............Average speed per hour	

First and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table. Inferior trains must govern themselves accordingly.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

No train-order Semaphores at Stege, Richmond, San Pablo, Pinole, Vallejo Junction and Crockett. Train orders (19 Form) may be delivered. Telegraphones at Stock Yards and West Berkeley. Telephone at Oakland.

On double track, between Oakland Pier, West Oakland and Port Costa, all trains (except regular trains and passenger extras) will, on receipt of a clearance card and all orders designated thereon, display white signals and run extra without orders to do so; but the time of first and second-class trains must be cleared. Port Costa yard engines must receive train orders to move outside yard limits.

Freight trains must not exceed 30 miles per hour.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco, Port Costa, Benicia and Benicia Ferry.

Westward.

Time Table No. 118 June 28, 1908.			Distance from Port Costa.	THIRD CLASS								FERRY					Telegraph Office Hours
				221	245	217	241	219	249	267	201						
				Portland Fast Freight	Mendota Freight	Freight	El Paso Freight	Ogden Manifest	Tracy Way Freight	Way Freight	Oregon & Red Bluff Freight	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Oakland Ferry	DN	**SAN FRANCISCO** 4.5	32.1														
	DN	**OAKLAND PIER**	27.6														
Automatic Block. Double Track.	DNR	**OAKLAND PIER** 1.4	27.6														24 hours
	DNR	WEST OAKLAND 0.6	26.2	1.50AM	5.00AM	7.10AM	**11.25**AM	2.00PM	2.30PM	5.25PM	10.40PM						24 hours
	PR	OAKLAND 1.1	25.6	1.40AM	4.50AM	7.00AM	11.15AM	1.50PM	2.20PM	5.15PM	10.30PM						
		EMERY 1.2	24.5														
		STOCK YARDS 1.6	23.3														
		WEST BERKELEY 0.8	21.7														
		CORBIN 0.5	20.9														
		FLEMING 0.4	20.4														
		NOBEL 0.7	20.0														
		VIGORIT (Spur) 1.1	19.3														
	D	STEGE 2.1	18.2														7.00 AM to 7.00 PM
	D	RICHMOND 1.6	16.1														7.00 AM to 7.00 PM
	D	SAN PABLO 2.1	14.5														7.00 AM to 7.00 PM
		GIANT 1.1	12.4														
		SOBRANTE 3.2	11.3														
	N	PINOLE 0.8	8.1														7.00 p.m. to 7.00 p.m.
		HERCULES 1.7	7.3														
		RODEO 1.0	5.6														
		OLEUM (Spur) 0.6	4.6														
		TORMEY 0.9	4.0														
	D	**VALLEJO JUNC.** 1.0	3.1														7.00 AM to 7.00 PM
	D	CROCKETT 2.1	2.1														7.00 AM to 7.00 PM
	DNR	**PORT COSTA**	0.0	12.20AM	3.10AM	5.15AM	9.20AM	12.20PM	1.00PM	2.15PM	9.10PM						24 hours
Benicia Ferry	DN	**PORT COSTA** 1.3	1.3	12.20AM	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9	Via Martinez see page 9		9.10PM	12.10PM	3.00PM	4.15PM	7.35PM	10.20PM	
	DNR	**BENICIA**	0.0	11.30PM							8.20PM	11.55AM	2.45PM	4.00PM	7.20PM	10.10PM	24 hours
		(33.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		Time over District....................		(1.30)	(1.50)	(1.55)	(2.05)	(1.40)	(1.30)	(3.10)	(1.30)						
		Average speed per hour............		17.46	15.05	13.67	12.81	16.56	17.46	8.29	17.46						

First and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3.

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance card before leaving Port Costa.

REGISTERING STATIONS Exception—

First and second-class trains only will register at Oakland.

Dispatcher's office Oakland Pier will telegraph West Oakland arrival and departure first and second-class trains. Operators will enter same on register.

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Benicia and Sacramento.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.			THIRD CLASS				SECOND CLASS				FIRST CLASS										Distance from San Francisco.	Time Table No. 118 June 28, 1908	
			270	218	274	202	114	112	54	56	10	16	6	48	18	14	24	2	4	20			
			Red Bluff Freight	Sacramento Freight	Way Freight	Sacramento Freight	Davis Passenger	Red Bluff Passenger	Oroville Passenger	Oroville Passenger	Fast Mail Standard Sleepers	Oregon Express	C. P. Atlantic Express	Sacramento Passenger	Sacramento and Oroville Passenger	Portland Express	Tonopah Express	Overland Limited	C. P. Atlantic Express	Sacramento & Oroville Passenger			
			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**	
											9.00PM	8.20PM	6.20PM	5.40PM	3.00PM	2.20PM	10.40AM	10.00AM	9.00AM	7.00AM	0.0	DN **SAN FRANCISCO** 33.4	
18,530 WTF				2.45PM	7.00AM	2.30AM					s 10.53PM	s10.10PM	s 8.10PM	s 7.20PM	s 4.45PM	s 4.00PM	s 12.30PM	11.55AM	s **10.42**AM	s 8.50AM	33.4	DNR **BENICIA** 0.8	Double Track.
3,369				2.48	7.03	2.34					10.55	10.12	8.12	7.21	4.47	4.02	12.32	11.57	10.45	f 8.52	34.2	MAIL DOCK 0.6	
1,549				2.50	7.07	2.38					10.56	10.13	8.13	7.22	f 4.48	4.03	12.33	11.58AM	10.48	f 8.53	34.8	ARMY POINT 0.7	
				2.53	7.08	2.42					10.57	10.15	**8.15**	7.24	4.49	**4.05**	12.34	12.01PM	10.51	**8.54**	35.5	N ARSENAL 3.5	
6,580 W				3.02	**7.25**	2.58					**11.04**	10.22	8.22	7.30	f 4.57	4.12	12.40	12.06	**11.07**	f 9.01	39.0	D GOODYEAR 1.0	
860															f					f	40.0	HOYT (Spur) 3.2	
3,046				**3.23**	7.45	3.20					11.12	**10.31**	8.31	**7.37**	f **5.07**	4.21	12.47	12.12	11.14	f 9.08	43.2	CYGNUS 1.0	
2,053				3.26	7.50	3.25					11.14	10.33	8.33	7.39	f **5.16**	4.23	12.49	12.14	11.16	f 9.10	44.2	TEAL 2.4	
3,531				3.36	8.00	3.40					11.18	10.38	8.38	7.43	5.20	4.28	**12.58**	12.18	11.20	9.15	46.6	SPRIG 2.9	
32,026 WFTYO				3.50	**8.15** **9.25** ✓	3.55 4.35 ✓					s 11.24	s 10.43	s 8.45	s 7.47	s 5.28	s 4.35	s 1.03	12.23	s 11.25	s **9.25**	49.5	DN **SUISUN** 3.4	
6,032				4.08	**10.05**	4.53					11.29	10.49	8.51	7.52	s 5.36	**4.46**	**1.08**	12.28	11.30	s 9.32	52.9	D TOLENAS 1.9	Automatic Block
944															f					f	54.8	VANDEN 1.6	
6,702				**4.31** **4.57**	**10.40**	**5.17**					11.35	10.56	8.57	7.57	f **5.50**	**4.57**	1.14	**12.37**	11.36	f 9.39	56.4	CANNON 4.1	
12,978 WTFY				**5.39** **5.59**	**11.43**AM	5.35					11.41	11.03	s **9.04**	8.03	s **5.59**	f 5.04	1.20	12.44	s **11.43**	s **9.53**	60.5	DN **ELMIRA** 4.7	
5,077				6.23	**12.17**PM	6.00					11.48	11.11	9.12	8.09	s 6.08	**5.12**	1.27	12.52	11.49	s 10.00	65.2	BATAVIA 3.3	
9,519 W				6.36	**12.47** **1.33**	**6.25**					11.53	11.17	s 9.18	**8.14**	s 6.15	* 5.17	**1.33**	**12.57**	f 11.54AM	s **10.05**	68.5	D DIXON 4.3	
7,131				7.00	2.05	6.50					11.59PM	11.24	9.25	8.21	f 6.22	**5.28**	1.39	1.03	**12.04**PM	f **10.19**	72.8	TREMONT 2 8	
307																					75.6	BRIGGSTON (Spur) 1.0	
17,670 WFY			**4.25**PM	**7.25**	2.40	**7 25**	5.40PM	**3.58**PM	**3.53**PM	**7.25**AM	12.05AM	11.30	s 9.32	8.27	**6.30** **6.40**	s **5.35**PM	s 1.45	1.08	s 12.10	**10.25** **10.35**	76.6	DNR **DAVIS** 3.5	
854								f		f					f					f	80.1	SWINGLE (Spur) 1.3	
4,612			4.45	7.52	**3.05**	**7.50**	ft 5.50	**4.17**	f**4.17**	**7.38**	12.12	11.38	9.41	8.34	**6.48**		1.53	1.15	12.17	10.43	81.4	D WEBSTER 3.5	
1,635			**5.05** **5.16**	8.03	3.18	7.58	5.57	4.29	4.23	7.44	12.18	11.44	9.47	8.39	6.55		1.58	1.20	12.23	10.48	84.9	KOBE 1.3	
261																					86.2	LOVDAL (Spur) 1.4	
2,192			5.28	8.13	**3.36**	8.06	**6.02**	4.39	4.29	7.48	12.24	11.49	9.52	8.44	7.00		2.03	1.24	12.28	10.53	87.6	MIKON 2.2	
Term Yard WFTO			**5.40**PM	8.30PM	**3.50**PM	**8.15**AM	**6.10**PM	**4.45**PM	**4.35**PM	7.55AM	12.30AM	11.55PM	10.00PM	8.50PM	7.10PM		2.10PM	1.30PM	12.35PM	11.00AM	89.8	DNR **SACRAMENTO**	
																						18.2	
																					00.0	DNR **ROSEVILLE** (56.4)	
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
			(1.15)	(5.45)	(8.50)	(5.45)	(0.30)	(0.47)	(0.42)	(0.30)	(1.37)	(1.45)	(1.50)	(1.30)	(2.25)	(1.35)	(1.40)	(1.35)	(1.53)	(2.10)		................Time over District	
			10.50	9.74	7.17	9.74	26.40	16.84	18.85	26.46	32.82	32.22	30.76	37.60	25.00	27.18	33.84	35.56	30.76	25.25		................Average speed per hour	

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Trains must get clearance card before leaving Benicia.

Tolenas. No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:
At Joyce, Trains Nos. 18 and 20 on signal.
At Jacksnipe, between Teal and Sprig, Nos. 18 and 20 on signal.
At Sheep Camp, 1½ miles east of Webster, Train No. 114 on signal Sundays only.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): Benicia and Sacramento.

Westward.

Double Track. (Benicia–Arsenal)

Automatic Block.

Time Table No. 118 June 28, 1908	Distance from Sacramento	FIRST CLASS										SECOND CLASS				THIRD CLASS					Telegraph Office Hours
		23	15	17	47	13	9	3	19	5	1	53	111	113	55	269	271	273	201	221	
		Tonopah Express	California Express	Oroville and Sacramento Passenger	Sacramento Passenger	San Francisco Express	Fast Mail	C. P. Pacific Express	Sacramento Passenger	C. P. Pacific Express	Overland Limited	Oroville Passenger	Red Bluff Passenger	Davis Passenger	Oroville Passenger	Red Bluff Freight	Portland Fast Freight	Way Freight	Oregon and Red Bluff Freight	Portland Fast Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily.	Arrive Daily	
DN **SAN FRANCISCO** 33.4	89.8	7.48AM	9.48AM	10.48AM	11.28AM	12.28PM	1.08PM	3.28PM	7.28PM	7.28PM	8.28PM										
DNR **BENICIA** 0.8	56.4	s 6.00AM	s 7.40AM	s 8.55AM	s 9.53AM	s **10.42AM**	11.20AM	s 1.27PM	s 5.30PM	s 5.35PM	s 6.30PM							4.30PM	8.20PM	11.30PM	24 hours
MAIL DOCK 0.6	55.6	5.56	7.35	8.49	9.49	10.38	11.16	1.22	f 5.25	5.32	6.25							4.15	8.10	11.25	
ARMY POINT 0.7	55.0	5.55	7.33	f 8.48	9.48	10.36	11.14	1.19	f 5.23	5.31	6.23							4.05	8.07	11.21	
N ARSENAL 3.5	54.3	5.53	7.32	**8.47**	9.47	10.35	11.13	1.18	5.21	5.30	6.22							**4.00**	**8.04**	11.18	7.00 pm to 7.00 am
D GOODYEAR 1.0	50.8	5.47	**7.25**	s 8.40	9.42	10.29	**11.07**	1.12	s 5.15	5.24	6.17							3.40	7.52	**11.04**	7.00 AM to 7.00 PM
HOYT (Spur) 3.2	49.8			f					f												
CYGNUS 1.0	46.6	5.40	7.16	f 8.32	9.35	10.22	11.00	1.05	f **5.07**	5.18	6.10							**3.23**	**7.37**	**10.31**	
TEAL 2.4	45.6	5.38	7.14	f 8.30	9.33	10.20	10.58	1.03	f 5.05	**5.16**	6.08							3.10	7.28	10.15	
SPRIG 2 9	43.2	5.33	7.09	8.25	9.29	10.16	10.54	**12.58**	4.58	5.11	6.04							2.50	7.18	10.03	
DN **SUISUN** 3.4	40.3	* 5.28	* 7.04	s **8.20**	s **9.25**	*10.11	10.51	s 12.49	s 4.53	5.07	6.00							2.30	7.10	9.50	24 hours
D TOLENAS 1.9	36.9	5.22	6.56	s 8.13	9.17	**10.05**	10.45	12.43	s **4.46**	5.02	5.55							**1.08**	6.35	9.35	7.00 AM to 7.00 PM
VANDEN 1.6	35.0			f					f												
CANNON 4.1	33.4	**5.17**	6.49	f 8.05	9.11	9.59	**10.40**	**12.37**	f **4.36**	**4.57**	**5.50**							**12.37PM**	6.20	9.20	
DN **ELMIRA** 4.7	29.3	* 5.10	* 6.42	s 7.58	9.04	* **9.53**	10.35	s 12.26	s 4.30	4.50	**5.44**							**11.43AM**	**5.59 5.34**	**9.04**	24 hours
BATAVIA 3.3	24.6	5.02	6.32	s 7.47	8.57	9.42	10.29	**12.17**	s 4.18	4.43	5.37							10.58	**5.12**	8.32	7.00 pm to 7.00 am
D DIXON 4.3	21.3	4.57	**6.25**	s 7.41	8.52	9.37	**10.25**	12.10	s 4.13	4.38	5.33							**10.25 10.00**	4.55	**8.14**	7.00 AM to 7.00 PM
TREMONT 2.8	17.0	4.51	6.17	f 7.33	8.47	**9.28**	**10.19**	**12.04PM**	f 4 05	4.31	**5.28**							**9.28**	4.42	7.45	
BRIGGSTON (Spur) 1.0	14.2																				
DNR **DAVIS** 3.5	13.2	* 4.45	* **6.10**	s **7.25**	**8.42**	9.23AM	10.14	s 11.55AM	**3.58 3.53**	**4.25**	5.22	**10.25AM**	**10.30AM**	**5.30PM**	**6.35PM**	**6.00AM**	6.50AM	**8.42**	**4.25 3.30**	**7.25**	24 hours
SWINGLE (Spur) 1.3	9.7			f					f			f		f	f						
D WEBSTER 3.5	8.4	* 4.35	6.00	* 7.15	8.35		10.08	11.45	3.45	**4.17**	5.15	10.15	f 10.20	f 5.22	6.25	5.44	6.30	**7.50 7.33**	**3.05**	**6.48**	7.00 AM to 7.00 PM
KOBE 1.3	4.9	4.30	5.55	7.10	8.30		10.03	11.40	3.40	4.10	**5.10**	10.10	10.15	**5.16**	6.20	5.33	6.20	7.22	2.53	6.30	
LOVDAL (Spur) 1.4	3.6																				
MIKON 2.2	2.2	4.26	5.51	7.06	8.26		10.00	11.36	**3.36**	4.06	5.06	10.06	10.11	5.11	**6.16**	5.25	6.13	7.15	2.45	**6.16 5.57**	
DNR **SACRAMENTO** 18.2	0.0	4.20AM	5.45AM	**7.00AM**	**8.20AM**		**9.55AM**	11.30AM	3.30PM	**4.00PM**	**5.00PM**	**10.00AM**	**10.05AM**	**5.05PM**	**6.10PM**	5.15AM	6.05AM	**7.00AM**	2.35PM	**5.40PM**	24 hours
DNR **ROSEVILLE**	0.0																			4.30PM	
(56.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
Time over District		(1.40)	(1.55)	(1.55)	(1.30)	(1.19)	(1.25)	(1.57)	(2.00)	(1.35)	(1.30)	(0.25)	(0.25)	(0.25)	(0.25)	(0.45)	(0.45)	(9.20)	(6.10)	(5.50)	
Average speed per hour		33.84	29.42	29.42	37.60	32.82	39.81	28.92	28.20	35.63	37.60	31.68	31.68	31.75	31.75	17.64	17.64	6.84	9.50	9.90	

On single track westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

Tolenas—No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 17 and 19 on signal.
At Jacksnipe between Sprig and Teal Nos. 17 and 19 on signal.
No. 13 will stop only to leave passengers from north of Davis.

REGISTERING STATIONS (Exception):

Sacramento Depot (1st and 2d class trains).
Sacramento (12th St.), 2d class and other inferior class trains.
NOTE—Operator Davis will register for first-class trains, in accordance special rule page 24.

Eastward. FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Port Costa and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS					FIRST CLASS				Distance from San Francisco			Time Table No. 118 June 28, 1908
	246	250	220	148	144	146	142	60	26	50	8	84				
	Mendota Freight	Tracy Way Freight	Through Freight	Martinez Passenger	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	The Owl	Stockton & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS
				7.00PM	4.00PM	9.40AM	7.40AM	7.40AM	5.00PM	3.20PM	10.20AM	8.20AM	0.0		DN	SAN FRANCISCO (32.1)
74,235 WTFI	1.15PM	12.40PM	5.40AM	8.30PM	5.28PM	11.15AM	9.12AM	9.12AM	6.20PM	4.49PM	11.45AM	9.37AM	32.1	Automatic Block.	DNR	PORT COSTA 3.6
12,005 WT	1.35	1.10	6.00	8.40PM	s 5.37	11.25AM	s 9.25	s 9.20	6.28	s 4.58	s 11.54AM	s 9.45	35.7		DR	MARTINEZ 1.3
5,026					f		f	f					37.0			LEWIS 0.8
7,080					f		f	f				*	37.8			PEYTON 1.3
4,053	1.54	1.28	6.15		s 5.48PM		s 9.40AM	s 9.27AM	6.32	f 5.04	12.01PM	† 9.52	39.1		DR	AVON 3.1
13,552	2.10	1.44	6.32						6.37	f 5.10	12.07	f 9.57	42.2		N	BAY POINT 3.6
	2.42	2.00	6.58						6.42	f 5.17	12.12	f 10.08	45.8			McAVOY 4.1
7,079	3.08	2.35	7.28						6.48	s 5.30	s 12.21	s 10.16	49.9		D	CORNWALL 1.9
1,323	3.14	2.45	7.35						6.51	f 5.32	12.24	f 10.18	51.8			LOS MEDANOS 2.3
													54.1			PRINCE 0.4
4,457	3.23	3.23	7.43						6.55	s 5.37	* 12.29	s 10.22	54.5		D	ANTIOCH 3.8
4,453	3.35	3.50	7.58						7.01	f 5.42	12.37	f 10.29	58.3			NEROLY 4.4
6,348 W	3.52	4.20	8.21						7.07	s 5.50	* 12.44	s 10.38	62.7		N	BRENTWOOD 5.2
4,940	4.15	4.52	8.48						7.13	s 5.59	s 12.55	s 10.49	67.9		D	BYRON 4.7
3,520	4.42	5.15	9.17						7.19	f 6.06	1.04	f 10.58	72.6			HERDLYN 4.1
5,693	5.05	5.45	9.32						7.25	s 6.12	1.11	f 11.06	76.7		D	BETHANY 3.4
2,519	5.23	6.18	9.45						7.29	6.18	1.17	11.12	80.1			JANNEY 3.1
Term. Yard WFTYO	5.45PM	6.45PM	10.00AM						s 7.35PM	¶ 6.25PM	¶ 1.25PM	¶ 11.20AM	83.2		DNR	TRACY
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(51.1)
	(4.30)	(6.05)	(4.20)	(0.10)	(0.20)	(0.10)	(0.28)	(0.15)	(1.15)	(1.36)	(1.40)	(1.43)				................Time over District
	11.39	8.38	11.76	21.60	21.00	21.60	15.10	28.00	40.86	31.73	30.66	29.75				................Average speed per hour

On single track, westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

Trains must get clearance card before leaving Port Costa.

TRAINS WILL STOP AS FOLLOWS:
At Nevada Dock, Trains Nos. 142, 144 and 60 on signal.
At Newlove No. 50 stop on signal.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): Port Costa and Tracy.

Westward.

Automatic Block.

	Time Table No. 118 June 28, 1908	Distance from Tracy	FIRST CLASS					SECOND CLASS					THIRD CLASS					Telegraph Office Hours
			25	**81**	**49**	**83**	**7**	**141**	**143**	**59**	**145**	**147**	**217**	**241**	**249**	**219**	**245**	
			The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	Martinez Passenger	Freight	El Paso Freight	Tracy Way Freight	Ogden Manifest	Mendota Freight	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
	SAN FRANCISCO (32.1)	83.2	8.48AM	10.28AM	12.08PM	4.48PM	7.48PM	9.28AM	6.08PM	6.08PM	6.48PM	10.38PM						
DNR	**PORT COSTA** 3.6	51.1	s 7.22AM	s **9.12**AM	s 10.37AM	s 3.10PM	s **6.13**PM	s 7.40AM	s **4.37**PM	**4.40**PM	s 5.08PM	9.00PM	5.15AM	**9.02**AM	**12.30**PM	**12.20**PM	3.10AM	24 hours
DR	**MARTINEZ** 1.3	47.5	7.14	f 9.03	s 10.28	s 3.00	s 6.03	s 7.33	s 4.22	4.30	**4.58**PM	**8.50**PM	4.55	8.40	**12.05**PM **11.20**AM	**11.54**AM	2.47	7.00 AM to 7.00 PM
	LEWIS 0.8	46.2						f	f	f								
	PEYTON 1.3	45.4			f			f	f	f								
DR	**AVON** 3.1	44.1	7.08	8.57	f 10.20	2.53	* **5.55**	7.25AM	4.10PM	4.20PM			4.37	8.20	10.51	11.28	2.30	7.00 AM to 7.00 PM
N	BAY POINT 3.6	41.0	7.03	8.52	f 10.14	f 2.48	f 5.47						4.20	8.05	10.41	11.16	2.15	7.00 PM to 7.00 AM
	McAVOY 4.1	37.4	**6.58**	8.47	f **10.08**	**2.42**	f 5.40						4.03	7.49	10.30	11.02	1.52	
D	CORNWALL 1.9	33.3	6.52	s 8.40	s **9.57**	s **2.35**	s **5.30**						3.40	**7.28**	**10.16** **9.47**	10.42	1.28	7.00 AM to 7.00 PM
	LOS MEDANOS 2.3	31.4	6.48	8.37	f 9.54	2.32	f 5.25						3.25	7.18	9.30	10.35	1.15	
	PRINCE 0.4	29.1																
D	ANTIOCH 3.8	28.7	6.44	s 8.33	s 9.49	s 2.28	s 5.19						3.12	7.08	9.10	**10.22**	1.00	7.00 AM to 7.00 PM
	NEROLY 4.4	24.9	6.38	8.27	f 9.42	2.20	f 5.11						2.52	6.53	8.45	9.57	12.41	
N	BRENTWOOD 5.2	20.5	**6.32**	s **8.21**	s **9.35**	s 2.13	s 5.03						2.30	**6.32**	**8.21**	**9.35**	12.20AM	7.00 PM to 7.00 AM
D	BYRON 4.7	15.3	6.24	s 8.13	s 9.25	s 2.02	s **4.52**						1.58	5.59	7.35	**8.48**	11.45PM	7.00 AM to 7.00 PM
	HERDLYN 4.1	10.6	6.17	**8.06**	f **9.17**	1.53	**4.42**						1.33	5.40	7.15	**8.06**	11.20	
D	BETHANY 3.4	6.5	6.12	† 8.01	s 9.08	1.46	f 4.35						1.13	5.25	6.58	7.42	11.00	7.00 AM to 7.00 PM
	JANNEY 3.1	3.1	6.07	7.57	9.02	1.41	4.28						12.56	5.12	6.43	7.28	10.45	
DNR	**TRACY**	0.0	6.02AM	7.52AM	8.58AM	**1.35**PM	4.23PM						12.40AM	5.00AM	6.30AM	7.15AM	10.30PM	24 hours
	(51.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
	Time over District		(1.20)	(1.20)	(1.39)	(1.35)	(1.50)	(0.15)	(0.27)	(0.20)	(0.10)	(0.10)	(4.35)	(4.02)	(6.00)	(5.05)	(4.40)	
	Average speed per hour		38.31	38.31	30.96	32.20	27.87	28.00	15.65	21.00	21.60	21.60	11.15	12.66	9.05	10.50	10.95	

On single track, westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 148 is superior to No. 147.

TRAINS WILL STOP AS FOLLOWS:

At Nevada Dock, Trains Nos. 59, 141 and 145 on signal.

At Newlove No. 49 stop on signal.

No. 81 stops on signal at Bethany to pick up Oakland or San Francisco passengers.

REGISTERING STATIONS:

NOTE—Operators Martinez and Avon will register for first-class trains in accordance special rule page 24.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					FIRST CLASS													Distance from San Francisco			Time Table No. 118 June 28, 1908		Minimum running time between stations for passenger trains—minutes.
	288	802	280	278	804	98	96	506	88	38	94	58	92	32	30	502	82	90						
	Freight	San Jose Way Freight Via S. P. C.	San Jose Way Freight	Way Freight	Freight Via S. P. C.	San Jose Passenger	San Jose Passenger	Wright Passenger Via S. P. C.	Livermore Passenger	Stockton and Lodi Passenger	San Jose Passenger	Santa Cruz Passenger Via S. P. C.	San Jose Passenger	Stockton & Sacramento Express	Santa Cruz Passenger	Laurel Passenger Via S. P. C.	Stockton Passenger	San Jose Passenger						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		
						6.40PM	5.20PM	5.00PM	4.40PM	4.00PM	3.00PM	1.40PM	1.00PM	9.00AM		8.00AM	7.40AM	6.40AM	0.0		DN	**SAN FRANCISCO** 4.5	Oakland Ferry	
						6.58	5.38	5.18	4.58	4.18	3.18	1.58	1.18	9.18		8.18	7.58	6.58	4.5		DN	**OAKLAND PIER**		
						7.07PM	5.49PM	5.28PM	5.07PM	4.27PM	3.25PM	2.10PM	1.25PM	9.29AM		8.28AM	8.07AM	7.07AM	4.5	Automatic Block	DNR	**OAKLAND PIER** 1.4	Double Track	
Term. Yard WTYFOI	11.30PM	11.40AM	10.25AM	9.40AM	12.05AM														5.9		DNR	WEST OAKLAND 1.8		
I						s 7.16	s 5.59	s 5.38	s 5.15	s 4.35	s 3.35	s 2.20	s 1.34	s 9.39		s 8.38	s 8.17	s 7.17	7.7		R	OAKLAND (First St.) S. P. Co. Crossing. 1.6		
27,969 WI						† 7.21	† 6.03	5.41	† 5.19	4.39	† 3.39	2.24	† 1.37	s 9.43		8.41	8.20	† 7.21	9.3			EAST OAKLAND 0.7		
6,844																			10.0			23RD AVENUE. 0.6		
4,177 I		**	**			s 7.24	s 6.06	s 5.44	s 5.23	s 4.42	s 3.42	s 2.27	s 1.40	s 9.47		s 8.45	s 8.23	s 7.25	10.6			FRUITVALE (No Siding) 2.0		
672																			12.6			KOHLER (Spur) 0.4		
443						f	f		f		f		f						13.0			FITCHBURG (Spur) 1.4		
6,178	12.05AM	12.15PM	**10.55AM**	10.10AM	12.40AM	f **7.30**	f 6.15	s 5.50PM	f 5.30	4.48	f **3.48**	s 2.35PM	f **1.50**	9.53		s 8.53AM	**8.31**	f **7.33**	14.4		DNR	**ELMHURST** 1.4		
8,528 W	12.09	TO SANTA CLARA See page 16	11.10	10.15	TO SANTA CLARA See page 16	s 7.34	s 6.19	TO SANTA CLARA See page 16	s 5.35	4.50	s 3.51	TO SANTA CLARA See page 16	s 1.53	s 9.56		TO SANTA CLARA See page 16	8.33	s 7.35	15.8		D	SAN LEANDRO 1.7		
806	12.15		11.20	10.20		f 7.38	f 6.24		f 5.39	4.52	f 3.54		f 1.56	* 10.00			8.36	f 7.38	17.5			ESTUDILLO 1.0		
4,540	12.17		11.25	10.25		s **7.40**	s **6.34**		s **5.45**	4.54	s 3.55		s 1.58	s 10.02			8.37	s 7.41	18.5		D	LORENZO 2.6		
10,443	12.26		11.50AM	10.32		s 7.46	s 6.38		s 5.50	4.58	s 4.01		s 2.03	s 10.08			8.41	s 7.47	21.1		D	HAYWARD 3.9		
2,776	12.38		12.10PM	10.41		f 7.54	**6.43**		f 5.56	5.03	4.07		f **2.11**	10.14			8.46	f 7.55	25.0			HALVERN 2.5		
5,786	12.47		12.25	10.50		s 8.00	s **6.48**		s **6.02**	5.07	s 4.11		s 2.17	s **10.19**			8.50	s **8.06**	27.5		D	DECOTO 2.7		
20,873 WY	12.56		**1.00PM**	11.05		s 8.07PM	s 6.55PM		s **6.14**	s **5.15**	s 4.18PM		s 2.25PM	s 10.28	**10.05AM**		s 8.55 8.59	s 8.12AM	30.2		DNR	**NILES** 2.5		
2,483	1.10			11.17					f 6.20	5.20				f 10.35	10.10		9.04		32.7			FARWELL 3.9		4
3,540	1.28			**11.48AM**					s 6.29	* **5.27**				s 10.47	10.17		9.11		36.6		D	SUNOL 5.3		5
10,657	1.51			12.25PM					s 6.40	s 5.35				s **11.01**	10.25		s 9.20		41.9		D	PLEASANTON 1.5		7
3,504									f										43.4			REMILLARD 0.6		
14,366	2.01			12.35					6.46	**5.44**				11.05	**10.29**		**9.23**		44.0			ELIOT 3.9		3
13,487 WT	2.30			1.10					6.55PM	s 5.50				s 11.14	s 10.35		s **9.29**		47.9		DR	LIVERMORE 3.6		4
1,715	2.47			**1.50** **2.20**						5.55				* 11.22	10.40		9.34		51.5			ULMAR 4.5		5
4,359	3.20			2.45						**6.03				s 11.32	10.48		** 9.42		56.0			ALTAMONT 4.5		7
2,136	3.45			**3.18**						6.12				f 11.42	10.57		** 9.52		60.5			CAYLEY 3.5		8
2,674	4.02			3.55						**6.19				s 11.50AM	11.04		9.59		64.0			MIDWAY 5.7		6
1,722	4.33			**4.47**						6.27				12.02PM	11.12		10.10		69.7			ELLIS 2.1		8
WFTYO Interm. Yard	4.50AM			5.00PM						6.30PM				¶ 12.08PM	s 11.15AM		10.15AM		71.8		DNR	**TRACY**		3
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(71.8)		
	(5.20)	(0.35)	(2.35)	(7.20)	(0.35)	(1.00)	(1.06)	(0.22)	(1.48)	(2.03)	(0.53)	(0.25)	(1.00)	(2.39)	(1.10)	(0.25)	(2.08)	(1.05)	........................Time over District					
	12.28	14.51	9.20	8.85	14.51	25.70	23.39	27.00	24.10	32.79	29.09	24.00	25.70	25.40	35.59	24.00	31.55	23.72	........................Average speed per hour					

** Nos. 280 and 802 pick up milk cans at Sather.

On single track westward trains are superior to trains of the same class in the opposite direction. (See Rule 72). Exception No. 280 is superior to No. 279.

On double-track, between Oakland Pier, West Oakland and Elmhurst, all trains (except regular trains and passenger extras) will, on receipt of a clearance card and all orders designated thereon, display white signals and run extra without orders to do so, but the time of first and second-class trains must be cleared.

TRAINS WILL STOP AS FOLLOWS:

No. 38 and 82 stop to leave passengers from San Francisco, Oakland or San Jose.
At South San Leandro, all passenger trains except Nos. 32, 38, 82 and 94 on signal.
At Cherry, all passenger trains, except Nos. 32, 38, 82 and 94, on signal.
At Brightside, No. 88 on signal.
At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88, on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.
At Bell Spur, No. 32 on signal; also No. 38 to leave Passengers from San Francisco or Oakland.
Sunol 38 leave passengers until Aug. 1st.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): San Francisco and

Time Table No. 118

June 28, 1908

Minimum running time between stations for freight trains — min.	STATIONS		Distance from Tracy	FIRST CLASS													SECOND CLASS				
				89	91	87	505	93	95	31	29	501	97	37	57	99	85	803			
				San Jose Passenger	San Jose Passenger	Livermore Passenger	Wright Passenger Via S. P. C.	San Jose Passenger	San Jose Passenger	Stockton & Sacramento Express	Santa Cruz Passenger	Laurel Passenger Via S. P. C.	San Jose Passenger	Stockton & Milton Passenger	Santa Cruz Passenger Via S. P. C.	Santa Cruz Passenger Via S. P. C.	Livermore Passenger	Freight via S. P. C.			
				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive **MONDAY** only	Arrive Sunday Only	Arrive Daily			
	DN **SAN FRANCISCO** Oakland Ferry		71.8	7.08AM	7.48AM	8.28AM	9.08AM	9.28AM	2.48PM	4.28PM		5.48PM	6.48PM	7.28PM	7.48PM	12.43AM	11.48AM				
	DN **OAKLAND PIER**	4.5	67.3	6.48	7.28	8.08	8.48	9.08	2.28	4.08		5.28	6.28	7.08	7.28	12.23AM	11.28				
Automatic Block.	DNR **OAKLAND PIER** Double Track		67.3	6.40AM	7.15AM	8.02AM	8.38AM	9.02AM	2.12PM	4.03PM		5.15PM	6.20PM	7.03PM	7.23PM	12.18AM	11.12AM				
	DNR WEST OAKLAND	1.4	65.9															7.40AM	4.20		
	R OAKLAND (First St.) S. P. Co. Crossing.	1.8	64.1	s 6 30	s 7.03	s 7 50	s 8.27	s 8.50	s 2.02	s 3.53		s 5 04	s 6.09	s 6.54	s 7.14	s 12.09	s 11.03				
	EAST OAKLAND	1.6	62.5	* 6.25	6.57	7.45	8.22	8.45	1.56	s 3.48		5.00	6.04	6.50	7.10	12.06	10.58				
	23RD AVENUE	0.7	61.8																		
	FRUITVALE (No Siding)	0.6	61.2	s 6.20	s 6.53	s 7.40	s 8.18	s 8.41	s 1.53	s 3.44		s 4.55	s 6.00	s 6.47	s 7.07	s 12.02AM	s 10.55				
	KOHLER (Spur)	2.0	59.2																		
	FITCHBURG (Spur)	0.4	58.8	f	f	f			f								f				
	DNR **ELMHURST**	1.4	57.4	f 6.12	f 6.43	f **7.33**	8.08AM	f **8.31**	f **1.43**	3.37		4.45PM	f 5.53	6.41	7.00PM	11.55PM	f **10.46**	7.05AM	3.37PM	**7.30**PM	
	D SAN LEANDRO	1.4	56.0	s 6.08	s 6.40	s 7.28	FROM SANTA CLARA See page 16	s 8.27	s 1.39	s 3.34		FROM SANTA CLARA See page 16	s 5.50	* 6.39	FROM SANTA CLARA See page 16	FROM SANTA CLARA See page 16	s 10.42	FROM SANTA CLARA See page 16	3.15	7.18	
	ESTUDILLO	1.7	54.3	f 6.04	f 6.36	f 7.25		f 8.23	f 1.35	3.30			f 5.46	6.36			f 10.38		2.55	7.13	
	D LORENZO	1.0	53.3	s 6.02	s 6.34	s 7.23		s 8.22	s 1.32	s 3.28			s **5.45**	* **6.34**			s 10.37		2.50	7.10	
	D HAYWARD	2.6	50.7	s 5.57	s 6.28	s 7.18		s 8.17	s 1.27	s 3.23			s 5.38	* 6.30			s 10.32		2.30	7.01	
	HALVERN	3.9	46.8	f 5.48	f 6.20	f 7.11		f 8.10	f 1.17	3.16			5.27	6.23			f 10.24		**2.11**	**6.43**	
	D DECOTO	2.5	44.3	s 5.43	s 6.15	s 7.06		s **8.06**	s 1.12	s 3.11			f 5.21	* **6.19**			s **10.19**		1.44	**6.19** **5.57**	
	DNR **NILES**	2.7	41.6	5.38AM	6.10AM	s 6.59		8.00AM	**1.07**PM	**3.05** **2.55**	s **3.03**PM		**5.15**PM	s 6.14			s **10.05**		**1.30** **12.35**	5.45PM	
7	FARWELL	2.5	39.1			f 6.53				‡ 2.47	2.57			‡ 6.07			f 9.52		12.10PM		
12	D SUNOL	3.9	35.2			s 6.46				s 2.34	2.49			s 5.59			s 9.40		**11.48**AM		
12	D PLEASANTON	5.3	29.9			s 6.35				s 2.19	2.39			s 5.48			s 9.28		**11.01**		
3	REMILLARD	1.5	28.4			f				f							f				
10	ELIOT	0.6	27.8			6.32				2.13	2.35			**5.44**			**9.23**		**10.29**		
	DR LIVERMORE	3.9	23.9			6.25AM				s 2.07	s 2.29			s 5.34			9.10AM		**9.29**		
9	ULMAR	3.6	20.3							† **1.55**	**2.20**			5.25					8.25		
14	ALTAMONT	4.5	15.8							s 1.44	2.09			f 5.17					8.05		
14	CAYLEY	4.5	11.3							† 1.33	1.59			f 5.05					7.45		
11	MIDWAY	3.5	7.8							f 1.25	1.51			f 4.58					7.30		
15	ELLIS	5.7	2.1							1.13	1.40			**4.47**					7.09		
5	DNR **TRACY**	2.1	0.0							1.08PM	1.35PM			4.43PM					7.00AM		
	(71.8)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Le
	Time over District			(1.02)	(1.05)	(1.37)	(0.30)	(1.02)	(1.05)	(3.55)	(1.28)	(0.30)	(1.06)	(2.20)	(0.23)	(0.23)	(2.02)	(0.35)	(9.20)	(2.10)	
	Average speed per hour			24.87	23.72	26.82	19.80	24.87	23.72	24.35	28.30	19.80	23.33	28.84	25.84	25.84	21.34	14.51	7.81	11.22	

On single track, westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception: 280 is superior to No. 279.

No. 29 will take east leg of Y at Niles and back up to station.
No. 31 will wait at Niles for Westward passengers from No. 29.

REGISTERING STATIONS (exception):

West Oakland, all trains except first and second class. Movement of such trains out of Oakland Pier will be telegraphed from Oakland Pier. See page 24.

TRAINS WILL STOP AS FOLLOWS:

No. 31 stops at Farwell on signal daily except Sunday to receive passengers.
No. 37 will stop at Decoto, Hayward, Lorenzo and San Leandro to leave passengers from east Farwell, inclusive.
No. 37 stops at Farwell on signal daily, to receive passengers, except when picnic trains are run.
At South San Leandro, all passenger trains, except Nos. 31, 37, and 93 on signal.
At Cherry, all passenger trains, except Nos. 31, 37 and 91 on signal.
No. 87 handles milk east of Niles.
Nos. 91 and 97 handle milk west of Niles.

At Merienda, No. 87 on signal.
At Mayborg. No. 87 on signal.
At Brightside, Nos. 85 and 87 on
At Verona, Nos. 31, 37, 85 and 87
At Bonita, Nos. 31, 37 and 87 on
Bell Spur, No 37 on signal.

FROM SAN FRANCISCO—Tracy Sub-Division—Tracy, Elvas and Sacramento.

						SECOND CLASS				FIRST CLASS											
				288	282		134	136	126		50	38	124	8	32	84	30	82	122	Distance from San Francisco via Niles	Time Table No. 118 June 28, 1908
			da ght	Freight	Fresno Freight		Fair Oaks & Placerville Passenger	Stockton Passenger	Stockton Passenger		Stockton and Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	LosAngeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Sunta Cruz Passenger	Stockton Passenger	Sacramento Passenger		
			Daily . Sun.	Lv. Daily	Lv. Daily		Lv. Daily	Lv. Daily	Leave Daily		Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
								10.20AM	8.20AM		3.20PM	4.00PM		10 20AM	9.00AM	8.20AM		7.40AM		0.0	DN **SAN FRANCISCO** 71.8
			6.05AM	5.30AM				**1.35PM**			6.50PM	**6.35PM**	3.20PM	**1.45PM**	12.30PM	11.35AM	11.18AM	10.20AM	**7.55AM**	71.8	DNR **TRACY** 3.1
			6.27	**5.48**				f 1.40			6.55	f 6.40	s 3.27	1.51	* **12.39**	11.40	11.23	10.25	s 8.01	74.9	BANTA 3.7
		2	6.39	**6.05**				1.47			7.01	6.45	3.35	1.57	**12.45**	11.47	11.29	10.30	8.08	78.6	MINARD 3.9
		.32	**6.55AM**	6.18	**5.30AM**			1.53	**11.58AM**		s **7.10PM**	s 6.52	**3.45 3.58**	2.05PM	s **12.55**	s **11.55AM**	s 11.37	s **10.36**	**8.17 8.30**	82.5	DNR **LATHROP** 4.6
		8.15		**6.37**	5.45			f 2.03	f **12.14PM**			f **7.02**	s **4.10**		* **1.08**		**11.45**	10.44	s 8.39	87.1	FRENCH CAMP 1.6
																				88.7	W. P. Crossing 3.2
	7	**8.50**		6.55	6.00			2.15PM	12.25PM			s 7.11	s **4.20**		s 1.19		s **11.55**	**10.55AM**	s **8.50**	91.9	A. T. & S. F. Crossing DNR **STOCKTON** 1.4
																				93.3	W. P. Crossing 0.1
																				93.4	AMBRUST (Spur) 0.3
	1.25	**9.45**		**7.11**	**6.10**							*7.14	4.25		f **1.25**		11.59AM		f 8.54	93.7	EL PINAL 0.8
																				94.5	RAND (Spur) 3.1
	1.48	10.00		7.23	6.30							7.21	f 4.32		1.33		12.06PM		f 9.03	97.6	CASTLE 3.6
	2.05	**10.20**		7.35	**7.00**							*7.28	f 4.38		1.40		s 12.11		f **9.12**	101.2	ARMSTRONG 3.1
	2.20	**10.45AM 12.37PM**		7.50	7.15							7.35PM	s 4.44		s **1.48**		**12.16**		s 9.20	104.3	DNR **LODI** 1.8
																				106.1	URGON (Spur) 1.1
	2.32	12.50		8.00	7.25								s 4.50		s 1.55		12.20		s 9.26	107.2	D ACAMPO 3.3
	2.41	**1.10**		**8.22**	7.40								f 4.56		f 2.01		**12.28**		f 9.32	110.5	FOREST LAKE 2.2
	2.50	1.30		8.31	**7.53**								s 5.02		s 2.07		s **12.33**		s **9.38**	112.7	D **GALT** 3.8
	3.02	**2.15**		8.47	8.08								5.08		**2.15**		12.38		9.45	116.5	NEED 2.0
	3.08	2.30		8.55	8.17								f 5.12		f 2.19		12.41		f 9.49	118.5	ARNO 2.0
	3.15	2.37		**9.08**	8.28								f 5.15		f 2.23		12.44		f 9.52	120.5	McCONNELL 3.4
	3.27	2.52		9.25	**8.50**								s 5.21		s 2.32		12.49		s 9.59	123.9	D ELK GROVE 2.8
	3.36	3.05		**9.44**	9.04								5.25		2.37		12.53		**10.04**	126.7	GRAHAM 3.3
	3.47	3.25		**10.03 10.33**	**9.28**								s **5.37**		s 2.45		12.58		s **10.13**	130.0	N FLORIN 4.2
	4.05	3 50		10.50	9.50								s 5.45		s 2.55		1.05		s **10.25**	134.2	DR **BRIGHTON** S. P. C. Sac. Div. Crossing.
																	1.05			134.2	DR **BRIGHTON** 2.4
																	1.10			136.6	HOMESTEAD 3.5
																	1.20PM			140.1	DNR **SACRAMENTO**
	4.05	**3.50**		10.50	**9.50**		**9.40AM**						5.45		2.55				**10.25**	134.2	DR **BRIGHTON** S. P. Co. Sac. Div. Crossing. 3.0
PM ns	4.20PM between	4.03PM Elvas and	Sacram	11.05AM ento and	**10.05AM** Elvas and	Roseville	9.47AM will be go	verned by	Current Ti	me Table	of Sacra	mento Di	**5.51PM** vision.		3.02PM				10.31AM	137.2	DNR *ELVAS 3.2
		4.15PM					9.55AM						6.00PM		3.10PM				10.40AM	140.4	DNR **SACRAMENTO** (68.3)
0PM	5.20PM			12.05PM	11.05AM															152.0	DNR **ROSEVILLE**
Daily	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Daily		Ar. Daily	Ar. Daily	Arrive Daily		Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
00) .38	(5.45) 11.32	(9.30) 7.23	(0.50) 12.84	(6.35) 14.36	(5.40) 12.26		(0.15) 24.80	(0.40) 30.15	(0.20) 28.20		(0.20) 32.10	(1.00) 32.56	(2.40) 25.72	(0.20) 32.10	(2.40) 25.12	(0.20) 32.10	(2.02) 33.41	(0.35) 34.25	(2.45) 24.95		................Time over District .. ..Average speed per hour

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted in Special Rule, page 27.

Trains must get clearance card before leaving Lathrop.

Water.—Half mile east American River Eridge.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, 122, 124, 136 on signal.

TOWARD SAN FRANCISCO—Tracy Sub-Division (Continued):—Tracy, Elvas and Sacramento.

Westward.

Time Table No. 118 June 28, 1908	Distance from Sacramento	FIRST CLASS									SECOND CLASS			THIRD CLASS									Telegraph Office Hours
		25	81	49	31	83	29	7	37	121	135	125	133	219	283	281	287	291	285	297	217	223	
		The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Santa Cruz Passenger	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Stockton Passenger	Placerville & FairOaks Passenger	Ogden Manifest	Sunset Manifest	Fresno Freight	Freight	Placerville & Fair Oaks Passenger and Freight	Way Freight	Berenda Freight	Freight	Tracy Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sun.	Ar. Daily Ex.Sunday	Arrive Daily	Arrive Daily	
DN **SAN FRANCISCO** 71.8	140.1	8.48AM	10.28AM	12.08PM	4.28PM	4.48PM		7.48PM	7 28PM		12.08PM												
DNR **TRACY** 3.1	68.3	**5.55**AM	**7.50**AM	¶ 8.37AM	¶12.45PM	¶ **1.16**PM	s **1.32**PM	4.18PM	4.37PM	7.30PM	8.48AM			**6.45**AM	**7.40**AM		**1.05**PM		**6.30**PM	5.00PM	11.55PM	12.05AM	24 hours
BANTA 3.7	65.2	**5.48**	7.44	8.31	s **12.39**	1.11	1.27	4.11	f 4.32	* 7.23	f 8.41			**6.27**	7.26		12.55		6.12	4.47	11.35	11.53PM	
MINARD 3.9	61.5	5.42	7.38	8.25	**12.31**	1.05	1.22	4.05	4.25	7.17	8.36			**6.05**	**7.12**		**12.45** **12.21**PM		6.00	4.35	11.18	11.37	
DNR **LATHROP** 4.6	57.6	**5.35**AM	s **7.32**	**8.17**AM	s **12.24**	**12.58**PM	s 1.16	**3.58**PM	s **4.17**	s **7.10**	s **8.30**	**11.55**AM		**5.35** **5.30**	**6.55**	**10.31**AM	**11.55**AM **11.32**		5.47	**4.17**PM	10.57	11.20	24 hours
FRENCH CAMP 1.6	53.0		7.25		f **12.14**		**1.08**		f **4.10**	s **7.02**	f **8.15**	f **11.45**		5 15	**6.37**	10.10	11.15		5.35		10.37	11.03	
W. P. Crossing 3.2	51.4																						
A. T. & S. F. Crossing DNR **STOCKTON** 1.4	48.2		s 7.16		**12.04**PM **11.55**AM		s **12.57**		**4.00**PM	s 6.47	8.05AM	11.30AM		4.55	6.20	9.55	**10.55**		**5.15** **4.00**		10.15	10.46	24 hours
W. P. Crossing 0.1	46.8																						
ARMBRUST (Spur) 1.0	46.7																						
EL PINAL 0.8	46.4		† **7.11**		f 11.48		12.52			f 6.40				4.40	**6.10**	**9.45**	10.45		3.45		9.50	10.30	
RAND (Spur) 3.1	45.6																						
CASTLE 3.6	42.5		f 7.05		11.41		12.46			f 6.33				4.25	5.51	9.28	10.30		3.15		9.29	10.18	
Automatic Block ARMSTRONG 3.1	38.9		f **7.00**		11.34		12.41			f 6.28				4.13	5.38	**9.12**	**10.20**		2.57		9.10	10.08	
DNR **LODI** 1.8	35.8		6.55AM		s **11.28**		s **12.37**			s 6.23				4.00	5.25	8.50	10.04		**2.40** **1.43**		8.50	9.58	24 hours
URGON (Spur) 1.1	34.0																						
D ACAMPO 3.3	32.9				s 11.22		12.32			s 6.17				3.50	5.15	8.36	9.55		1.25		8.27	9.50	7.00 AM to 7.00 PM
FOREST LAKE 2.2	29.6				f 11.15		**12.28**			f 6.12				3.38	5.02	**8.22**	9.44		**1.10**		8.07	9.40	
D **GALT** 3.8	27.4				s 11.10		**12.22**			s 6.08				3.32	4.55	**7.53**	**9.38**		**12.33**PM **11.45**AM		7.55	9.33	7.30 AM to 7.30 PM
NEED 2.0	23.6				10.59		12.14			5.59				3.15	4.32	7.36	9.21		11.20		7.30	9.10	
ARNO 2.0	21.6				f 10.54		12.11			f 5.55				3.08	4.23	7.28	9.14		11.08		7.22	8.55	
McCONNELL 3.4	19.6				f **10.51**		12.08			f 5.52				3.02	4.16	7.21	**9.08**		**10.51**		7.14	8.47	
D ELK GROVE 2.8	16.2				s 10.44		12.02PM			s 5.47				2.52	4.02	7.07	**8.50**		10.20		7.00	8.30	7.00 AM to 7.00 PM
GRAHAM 3.3	13.4				10.39		11.57AM			5.43				2.43	3.50	6.57	8.37		**10.04** **9.44**		6.49	8.23	
N FLORIN 4.2	10.1				s **10.33**		11.52			s **5.37**				2.33	3.37	6.45	8.25		**9.28**		6.36	8.15	7.00 PM to 7.00 AM
DR **BRIGHTON** S. P. Co. Sac. Div. Crossing	5.9				**10.25**		11.45			5 30				2.20	3.20	6.30	8.10		9.10		6.20	8.05	7.00 AM to 7.00 PM
DR **BRIGHTON** 2.4	5.9						11.45											7.23AM					
HOMESTEAD 3.5	3.5						11.39											f 7.12					
DNR **SACRAMENTO**	0.0						11.30AM											7.00AM					24 hours
DR **BRIGHTON** S. P. Co. Sac. Div. Crossing 3.0	6.2				s **10.25**					s 5.30			**3.40**PM	2.20	3.20	6.30	8.10		9.10		6.20	8.05	
Automatic Block Foot-note DNR *ELVAS 3.2	3.2 14.8				**10.19**AM					5.24PM			3.34PM	¶ 2.00AM	3.00AM	6.15AM	7.50AM		8.57AM		**6.00**PM	7.50PM	24 hours
			Trains between Elvas and Sacramento, Elvas and Roseville, will be governed by Current Time Tables of Sacramento Division.																				
Double track DNR **SACRA'TO** (68.3)	0.0				10.10AM					5.15PM			3.25PM						8.45AM			7.40PM	24 hours
DNR **ROSEVILLE**	0.0													1.00AM	2.00AM	5.15AM	6.50AM				5.00PM		24 hours
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex.Sunday	Leave Daily	Leave Daily	
Time over District		(0.20)	(0.55)	(0.20)	(2.35)	(0.18)	(2.02)	(0.20)	(0.37)	(2.15)	(0.43)	(0.25)	(0.15)	(5.45)	(5.50)	(4.16)	(5.15)	(0.23)	(9.45)	(0.43)	(5.55)	(4.25)	
Average speed per hour		30.21	35.44	30.21	26.59	33.27	33.41	30.21	32.59	30.35	28.04	22.25	24.80	11.32	11.15	12.30	12.40	15.51	1.00	14.92	10.54	15.46	

On single track westward trains are superior to trains of the same class in the opposite direction (see Rule 72), except as noted in Special Rule, page 27.

Elvas initial station for trains moving via Brighton. See Rule 83-A.

Trains must get clearance card before leaving Lathrop.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, Nos. 37 and 135 on signal.

REGISTERING STATIONS:
Sacramento Depot (1st and 2nd class trains), Sacramento (12th St.) (2nd class and other inferior trains). (See Page 24.)

Eastward.

FROM SAN FRANCISCO—Tracy Sub-Division (Continued): Lathrop and Fresno—TOWARD SAN FRANCISCO.

Westward.

Length of sidings in feet, and location of Water Scales, Fuel, and Turning Stations.	THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from San Francisco via Antioch		Time Table No. 118 June 28, 1908 STATIONS	Distance from Fresno	FIRST CLASS				SECOND CLASS	THIRD CLASS			Telegraph Office Hours
	266 Fresno Freight	**300** Fresno Mixed	**298** Berenda Freight	**158** Fresno Passenger	**50** Fresno Passenger	**8** Los Angeles Passenger	**84** Bakersfield Passenger					**25** The Owl	**49** Fresno and Stockton Passenger	**83** Bakersfield Passenger	**7** Los Angeles Passenger	**157** Raymond Passenger	**297** Berenda Freight	**299** Fresno Mixed	**265** Sacramento Freight	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	
					3.20PM	10.20AM	8.20AM	0.0	DN	**SAN FRANCISCO**	206.6	8.48AM	12.08PM	4.48PM	7.48PM					
32,675 WY	10.35AM		7.00AM		7.15PM	2.07PM	11.57AM	94.4	DNR	**LATHROP** 0.4	112.2	s **5.30**AM	s 8.10AM	s **12.54**PM	s 3.50PM		4.10PM		**5.20**AM	24 hours
								94.8		W. P. Crossing 3.0	111.8									
1,370	10.47		7.15		f 7.22	f 2.13	12.02PM	97.8		MANTECA 1.8	108.8	5.21	f 8.02	12.49	3.40		3.57		5.00	
2,450	10.54		7.23		7.25	2.16	12.04	99.6		MORRANO 2.0	107.0	5.18	7.58	12.47	3.37		3.50		4.50	
490					*			101.6		WESTON (Spur) 2.7	105.05		†							
4,460	11.10		**7.51**		s 7.33	s 2.25	*12.11	104.3	D	RIPON 3.1	102.3	5.12	s **7.51**	12.41	s **3.29**		**3.29**		4.27	7.00 AM to 7.00 PM
4,064	11.20		8.05		f 7.39	f 2.31	12.15	107.4		SALIDA 6.9	99.2	5.07	s 7.46	12.37	f 3.23		3.07		4.10	
12,918	11.45AM		8.55		s 7.52	s **2.44**	s **12.29**	114.1	D	MODESTO 4.3	92.5	‡ 4.57	s 7.34	s **12.29**	s 3.11		**2.44**		3.35	7.00 AM to 7.00 PM
4,433	**12.11**PM **12.55**		9.15		s 7.59	s **3.01**	**12.37**	118.4	D	CERES 1.9	88.2	4.50	s 7.24	**12.16**	s **3.01**		**12.55**		3.01	7.00 AM to 7.00 PM
422					*			120.3		ESMAR (Spur) 1.5	86.3									
2,212	1.07		9.35		f 8.05	f 3.07	**12.44**	121.8		KEYES 5.4	84.8	4.45	f 7.19	12.10	2.53		**12.44**		2.47	
8,043	1.28		10.20		s 8.15	s 3.25	s 12.56	127.2	D	TURLOCK 5.7	79.4	4.37	s 7.10	s **12.02**PM	s 2.42		**12.02**PM		2.28	7.00 AM to 7.00 PM
1,336	1.50		10.40		f 8.25	f 3.37	1.06	132.9		DELHI 4.5	73.7	4.28	f 7.00	11.53AM	2.28		11.30AM		2.06	
4,173 W	**2.20**		**11.10**		f 8.32	s 3.45	s 1.15	137.4	D	LIVINGSTON 2.5	69.2	4.22	s 6.53	11.47	f **2.20**		**11.10**		1.50	6.50 AM to 6.50 PM
1,666	2.35		**11.42**AM		f 8.37	f 3.51	1.20	139.9		ARENA 4.3	66.7	4.18	f 6.48	**11.42**	2.14		10.45		1.40	
5,502	3.10		12.35PM		f 8.45	s 4.00	f 1.29	144.2	D	ATWATER 1.6	62.4	4.12	f 6.41	f 11.36	s 2.05		10.10		1.25	6.10 AM to 6.10 PM
2,307								145.8		BUHACH 1.8	60.8									
461								147.6		FERGUS (Spur) 3.9	59.0									
16,895 WFT	**4.18**		**1.50**		s 9.03	s **4.18**	s **1.50**	151.5	DNR	**MERCED** 6.1	55.1	f 4.00	s 6.28	s 11.25	s **1.50**		9.00		12.55	24 hours
2,527	4.55		2.20		f 9.12	f 4.29	2.00	157.6		LINGARD 3.9	49.0	3.51	f 6.16	11.15	1.39		8.30		12.15AM	
4,820	5.05		2.40		f 9.17	f 4.35	2.06	161.5		ATHLONE 5.3	45.1	3.46	f 6.10	11.10	f 1.34		8.10		11.55PM	
2,527						*		166.8		SIERRA VISTA (Spur) 1.1	39.8									
2,331	5.21		3.15		f 9.27	s 4.45	f 2.16	167.9		MINTURN 1.2	38.7	3.37	f 6.00	f 11.03	s 1.24		7.40		11.24	
680								169.1		McNEAR (Spur) 3.9	37.5									
1,406	5.35		3.40		f 9.34	f 4.57	2.23	173.0		CALIFA 4.5	33.6	3.31	f 5.52	10.56	f 1.17		7.20		10.57	
12,964 WFT	5.55	**10.50**AM	4.05PM	**10.50**AM	s 9.45	s **5.07**	s 2.30	177.5	DR	**BERENDA** 7.4	29.1	3.25	s 5.45	s **10.50**	s 1.10	**4.55**PM	7.00AM	5.00PM	10.35	7.00 AM to 7.00 PM
22,467 OT	6.17	12.05PM		s 11.10	s **10.00**	s 5.25	s 2.43	184.9	D	MADERA 2.8	21.7	3.14	s 5.32	s 10.39	s 12.54	s 4.35		4.30	**10.00**	5.00 AM to 6.00 PM
1,768	6.28	12.20		s 11.16	f 10.05	f 5.32	2.48	187.7		BORDEN 3.5	18.9	3.08	f 5.27	10.35	f 12.48	s 4.28		3.30	9.32	
3,760	6.41	**12.43**		f 11.22	f 10.12	f 5.38	2.54	191.2		IRRIGOSA 3.3	15.4	3.03	f 5.22	10.30	**12.43**	f 4.22		3.19	9.17	
746								194.5		THARSA (Spur) 2.1	12.1									
12,726 W	7.01	1.05		f 11.34	f 10.21	f 5.49	**3.02**	196.6		HERNDON 4.6	10.0	2.55	f 5.14	10.23	f 12.34	f 4.10		**3.02**	8.55	
2,514	7.20	1.20		f 11.43	f 10.30	f 5.58	3.09	201.2		MUSCATEL 5.4	5.4	2.48	f 5.07	10.17	12.28	f 4.01		2.35	8.38	
Term Yard WFTYO	7.45PM	1.40PM		11.55AM	10.40PM	6.10PM	3.20PM	206.6	DNR	**FRESNO**	0.0	2.40AM	5.00AM	10.10AM	12.20PM	3.50PM		2.20PM	8.20PM	24 hours
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily			(112.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	
	(2.50)	(9.10)	(9.05)	(1.05)	(3.25)	(4.03)	(3.23)			Time over District		(2.50)	(3.10)	(2.44)	(3.30)	(1.05)	(9.10)	(2.40)	(9.00)	
	10.23	12.24	9.15	26.77	32.82	27.65	33.16			Average speed per hour		39.60	35.46	41.05	32.00	26.77	9.05	10.87	12.39	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 300 is superior to No. 299.

Trains must get clearance card before leaving Lathrop.

REGISTERING STATIONS:

Nos. 297 and 298 will do way work between Berenda and Tracy.
Nos. 299 and 300 will do way work between Fresno and Berenda.
No. 25 stops at Modesto Mondays on signal to pick up passengers.
No. 299 and 300 will carry passengers.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS		Distance from San Francisco via Antioch		Time Table No. 118 June 28, 1908	Distance from Mendota via Antioch	FIRST CLASS	THIRD CLASS				Telegraph Office Hours
	246	**248**	**254**	**26**	**36**					**35**	**253**	**247**	**245**	**241**	
	Mendota Freight	Way Freight	Sunset Frt. Limited	The Owl	Visalia Passenger					Visalia Passenger	Sunset Frt. Limited	Way Freight	Mendota Freight	El Paso Freight	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	
				5.00PM	7.40AM	0.0	DN	**SAN FRANCISCO** 83.2	175.5	4.28PM					
Interm. Yard WFTYO	6.45PM	8.10AM	7.50AM	7.40PM	**10.40AM**	83.2	DNR	**TRACY** 2.7	92.3	¶ 12.43PM	**10.30AM**	4.30PM	9.20PM	4.35AM	24 hours
2,877	6.55	8.23	8.00	7.46	10.45	85.9		LYOTH W. P. Crossing 3.0	89.6	12.37	10.15	4.10	9.07	4.15	
4,353	7.05	8.39	8.10	7.51	f 10.52	88.9		YARMOUTH 4.7	86.6	f 12.32	10.02	3.55	8.55	4.05	
4,515	7.22	9.03	8.27	7.58	s 11.01	93.6		VERNALIS 2.3	81.9	s 12.23	9.42	3.30	8.38	3.45	
1,008					f	95.9		ROMAIN (Spur) 1.5	79.6	f					
2,590	7.35	**9.25**	8.42	8.03	11.08	97.4		HALLY 4.0	78.1	12.17	**9.25**	3.10	8.25	3.30	
5,110 W	**8.10**	9.46	**9.05**	**8.10**	s 11.16	101.4	D	WESTLEY 7.0	74.1	s 12.10PM	**9.05**	2.50	**8.10**	3.10	7.00 AM to 7.00 PM
4,920	8.48	10.25	9.40	8.21	f 11.30	108.4		EMERALD 5.8	67.1	f 11.58AM	8.25	2.20	7.25	2.35	
6,936	9.20	10.55	10.15	8.30	s **11.47AM**	114.2	N	CROW'S LANDING 4.1	61.3	s **11.47**	8 05	1.45	6.55	2.10	7.00 pm to 7.00 am
2,763						118.3		TIMBA (Spur) 2.2	57.2						
8,513 W	10.00	**11.31AM** **12.18PM**	10.53	s 8.41	s **12.03PM**	120.5	D	NEWMAN 4.0	55.0	s **11.36**	7.40	**12.30PM** **11.58AM**	6.20	1.45	7.00 AM to 7.00 PM
5,458	10.20	12.38	**11.25**	8.47	f 12.11	124.5		GUSTINE 3.4	51.0	f **11.25**	7.05	**11.25**	5.50	1.20	
3,334	10.38	12.55	11.50AM	8.52	f 12.17	127.9		LINORA 2.4	47.6	f 11.17	6.53	10.58	5.35	1.05	
7,241	10.51	1.08	**12.22PM**	8.56	s **12.22**	130.3		INGOMAR 6.3	45.2	s 11.12	6.43	10.45	5.23	12.55	
5,515	11.25PM	1.40	12.55	9.05	s 12.34	136.6	D	VOLTA 4.8	38.9	s 10.59	6.18	10.15	4.53	12.30	7.00 AM to 7.00 PM
13,685 WY	**12.05AM**	2.20	1.20	s 9.15	s 12.44	141.4	DN	LOS BANOS 7.9	34.1	s 10.50	6.00	9.40	4.30	**12.05AM**	24 hours
3,344	12.32	2.50	1.52	9.27	f 12.57	149.3		AGATHA 4.7	26.2	f 10.35	5.15	8.55	3.45	11.25PM	
7,744	12.50	**3.20**	2.12	9.34	s 1.05	154.0	D	DOS PALOS 6.8	21.5	s 10.27	4.59	8.30	**3.20**	11.00	7.00 AM to 7.00 PM
4,529	1.15	3.45	**2.45**	9.44	f 1.16	160.8		OXALIS 6.4	14.7	f 10.15	4.37	8.00	**2.45**	10.25	
9,184 W	1.40	4.20	3.15	**9.54**	s 1.28	167.2	D	FIREBAUGH 4.6	8.3	s 10.04	4.15	7.35	2.23	**9.54**	7.00 AM to 7.00 PM
2,564	2.00	4.40	3.35	10.01	1.35	171.8		CROMIR 3.7	3.7	9.56	4.00	7.15	2.05	9.28	
34,063 WFT	2.20AM	5.00PM	4.00PM	10.10PM	**1.45PM**	175.5	DNR	**MENDOTA**	0 0	9.50AM	3.45AM	7.00AM	**1.45PM**	9.15PM	24 hours
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(92.3)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
	(7.35)	(8.50)	(8.10)	(2.30)	(3.05)			Time over District		(2.53)	(6.45)	(9.30)	(7.35)	(7.20)	
	12.17	10.43	11.30	36.88	29.59			Average speed per hour		32.01	13.45	9.71	12.17	12.31	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

TRAINS WILL STOP AS FOLLOWS:

At Los Banos Gun Club-house west of Agatha Nos. 35 and 36 on signal.

Nos. 247 and 248 will carry passengers.

Eastward. FROM SAN FRANCISCO—OAKLAND SUB-DIVISION :—San Francisco and Santa Clara, and Centerville and San Jose Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS				FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		Time Table No. 118	Distance from San Jose.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS				SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	802	804			516	514	506	58	502				June 28, 1908			505	501	57	99	513	515	803	801	
	San Jose Way Freight	Freight			Mixed	Mixed	Wright Passenger	Santa Cruz Passenger	Laurel Passenger							Wright Passenger	Laurel Passenger	Santa Cruz Passenger	Santa Cruz Passenger	Mixed	Mixed	Freight	San Jose Way Freight	
	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
							5.00PM	1.40PM	8.00AM		0.00	DN	**SAN FRANCISCO** 14.4	48.3		9.08AM	5.48PM	7.48PM						
5,198	12.20PM	12.40AM					5.50PM	2.35PM	8.53AM		14.4	DNR	**ELMHURST** 2.1	33.3		s 8.08AM	s 4.45PM	s 7.00PM	s 11.55PM			7.05AM	8.05PM	24 hours
17,732	12.25	12.50					f 5.56	f 2.39	f 8.58	4	16.5		MULFORD 2.3	33.9	5	f 7.58	f 4.39	6.55	11.50			6.50	7.50	
451	12.32	12.58					f 6.02	f 2.44	f 9.04	4	18.8		ROBERT (Spur) 2.3	29.5	7	f 7.53	f 4.34	6.51	11.46			6.42	7.35	
3,000	12.40	1.10					f 6.07	f 2.49	f 9.09	4	21.1		RUSSEL 1.5	27.2	7	f 7.47	f 4.28	f 6.47	f 11.41			6.34	7.30	
1,578	12.50	1.15					s 6.10	f 2.52	s 9.12	3	22.6	D	MOUNT EDEN 3.7	25.9	5	s 7.43	s 4.25	f 6.45	f 11.39			6.30	7.25	7.00 AM to 7.00 PM
801	1.10	1.32					s 6.18	s 3.00	s 9.22	7	26.3	D	ALVARADO 0.9	22.0	10	s 7.35	s 4.15	s 6.38	s 11.32			6.19	7.05	7.00 AM to 7.00 PM
750	1.14	1.35					f 6.20	3.02	f 9.23	2	27.2		HALL (No Siding) 2.2	21.1	3	f 7.33	f 4.14	6.36	11.30			6.17	7.02	
950	1.27	1.45					f **6.33**	* 3.05	f 9.29	8	29.4		ARDEN 2.2	18.9	16	f 7.27	f 4.08	† **6.33**	11.26			6.10	6.50	
4,420 W	1.40	2.00					s **6.38**	s 3.09	s 9.36		31.6	D	**NEWARK**	16.7		7.22	4.04	**6.28**	11.22			5.58	**6.38**	7.00 AM to 7.00 PM
4,420 W					6.40PM	9.40AM					31.6	D	**NEWARK** 2.9	16.7						7.10AM	4.00PM			
					7.05PM	10.05AM				15	34.5		**CENTERVILLE**	19.6	18					6.45AM	3.35PM			
4,420	1.50	2.00					**6.38**	3.09	9.38		31.6	D	**NEWARK** 2.2	16.7		s 7.21	s 4.04	s **6.28**	s 11.22			5.50	**6.18**	7.00 AM to 7.00 PM
791	2.05	2.10					f 6.42	f 3.15	f 9.44	4	33.8		MOWRY 3.7	14.5	7	f 7.14	f 3.58	6.23	11.17			5.37	6.05	
630	2.20	2.27					f 6.50	f 3.22	f 9.53	7	37.5		DRAWBRIDGE 2.6	10.8	11	f 7.06	f 3.49	6.16	f 11.10			5.18	5.50	
1,207	2.30	2.37					s 6.55	f 3.30	s 10.01	5	40.1	D	ALVISO 2.6	8.2	8	s 7 03	s 3.43	f 6.11	f 11.06			5.03	5.40	7.00 AM to 7.00 PM
3,000	3.00	2.49					s 7.02	s **3.38**	s 10.08	5	42.7	D	AGNEW 3.1	5.6	8	s 6.57	s **3.38**	s 6.06	s 11.01			4.48	5.30	6.28 AM to 6.28 PM
744 I	3.10PM	3.15AM					s 7.10PM	s 3.45PM	s 10.20AM	4	45.8	DR	**SANTA CLARA** 2.5	2.5	8	6.50AM	3.30PM	6.00PM	10.55PM			4.30AM	5.15PM	6.40 AM to 7.15 PM
							7.25PM		10.30AM		48.3	DNR	**SAN JOSE** S. P. C. Ry. Depot.	0.0		6.43AM	3.20PM							
	3.20PM	3.30AM						3 55PM			50.6	DNR	**SAN JOSE** Market St. Depot. Coast Line. Coast Division	0.0				5.55PM	10.50PM			4 15AM	5.00PM	24 hours
	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(48.3)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(2.50) 10.94	(2.35) 12.15			(0.25) 7.20	(0.25) 7.20	(1.20) 23.55	(1.10) 26.91	(1.27) 21.65				Time over District Average speed per hour			(1.25) 21.74	(1.15) 25.12	(1.00) 31.50	(1.00) 31.50	(0.25) 7.20	(0.25) 7.20	(2.35) 12.15	(2.50) 11.12	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 802 is superior to 801; No. 804 is superior to 803.

Trains must obtain clearance card before leaving Santa Clara when an operator is on duty.

Movement of trains between Santa Clara and San Jose (Coast Line Depot) will be governed by current Coast Division time table.

San Jose yard limits, from Santa Clara to Valbrick on the standard gauge line, and from Santa Clara to Dougherty on narrow gauge line.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. Eastward trains must get a signal to "proceed" from the switch tender at switch to old main line (or round-house track) before fouling said junction switch.

Engineers approaching Santa Clara interlocking tower must sound one short, one long, one short (thus: o ——— o) blast of the whistle, if they wish switches lined up for Coast Division main track; two short, one long, two short (thus: o o ——— o o) blasts of the whistle if they wish switches lined up for crossover Santa Clara-Santa Cruz main line; Two short, one long, one short (thus o o ——— o) blasts of the whistle if they wish switches lined up between Western Division Newark line and Coast Division main line.

TRAINS WILL STOP AS FOLLOWS:

At Arffs, all trains on signal except Nos. 57 and 58, except on Tuesdays and Saturdays No. 58 will stop to leave passengers during hunting season.

At Mayhew, No. 501 Wednesdays and Sundays only.
No. 506 Tuesdays and Saturdays only.

Eastward. **FROM SAN FRANCISCO—Oakland Sub-Division (Continued):—TOWARD SAN FRANCISCO.** Westward.

SAN RAMON BRANCH.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Minimum running time between stations for passenger trains—mins.	Distance from San Francisco		Time Table No. 118 June 28, 1908	Distance from San Ramon	Minimum running time between stations for freight trains—minutes	SECOND CLASS			Telegraph Office Hours
	144	**142**	**60**							**141**	**143**	**59**	
	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger							San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	
	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only				**STATIONS**			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	
	4.00PM	7.40AM	7.40AM		0.0	DN	**SAN FRANCISCO** 39.1	58.8		9.28AM	6 08PM	6.08PM	
4,053	5.48PM	9.40AM	9.27AM		39.1	DR	**AVON** 4.4	19.7		s 7.25AM	s 4.10PM	s 4.20PM	7.00 AM to 7.00 PM
5,393 W	s 6.00	s 10.20	s 9.38	7	43.5	D	CONCORD 0.7	15.3	11	s 7.14	s 3.47	s 4.10	6.30 AM to 6.30 PM
935					44 2		NACIO 1.9	14.6					
4,098	f 6.07	f 10.35	f 9.45	5	46.1		HOOKSTON 3.1	12.7	6	f 7.09	f 3.10	f 4.03	
3,414	s 6.14	s 10.45	s 9.52	5	49.2	D	WALNUT CREEK 4.4	9.6	7	s 7.02	s 2.50	s 3.56	
1,215	s 6.23	s 10.59	s 10.02	8	53.6		ALAMO 2.2	5.2	11	s 6.52	s 2.30	s 3.47	
4,185	s 6.28	s 11.06	s 10.08	4	55.8	D	DANVILLE 1.6	3.0	6	s 6.47	s 2.20	s 3.42	6.30 AM to 6.30 PM
1,409	f	f	f	3	57.4		OSAGE 1.4	1.4	4	f	f	f	
6,784 T	6.35PM	11.15AM	10.15AM	2	58 8	R	**SAN RAMON**	0.0	4	6.40AM	2.05PM	3.35PM	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only				(19.7)			Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	
	(0.47)	(1.35)	(0.47)				Time over District			(0.45)	(2.05)	(0.45)	
	25.15	12.53	25.15				Average speed per hour			26.27	9.46	26.27	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 142 is superior to No. 143.

TRAINS WILL STOP AS FOLLOWS:
At Widbero all passenger trains on signal.

Eastward. **FROM SAN FRANCISCO—Oakland Sub-Division (Continued):—TOWARD SAN FRANCISCO.** Westward.

SAN JOSE BRANCH.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 118 June 28, 1908	Distance from San Jose	FIRST CLASS						THIRD CLASS	Telegraph Office Hours
	280	**98**	**96**	**94**	**130**	**92**	**90**					**89**	**91**	**93**	**129**	**95**	**97**	**279**	
	San Jose Way Freight	San Jose Passenger	San Jose Passenger	San Jose Passenger	Santa Cruz Passenger	San Jose Passenger	San Jose Passenger					San Jose Passenger	San Jose Passenger	San Jose Passenger	Santa Cruz Passenger	San Jose Passenger	San Jose Passenger	San Jose Way Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		6.40PM	5.20PM	3.00PM		.1.00PM	6.40AM	0.0	DN	**SAN FRANCISCO** 30.2	47.7	7.08AM	7.48AM	9.28AM		2.48PM	6.48PM		
20,426 WY	**1.05PM**	8.10PM	6.55PM	4.20PM	3.10PM	2.25PM	8.15AM	30.2	Automatic Block DNR	**NILES** 3.5	17.5	s 5.37AM	s 6.08AM	s 7.55AM	s 10.00AM	s **1.05PM**	s 5.07PM	5.30PM	24 hours
5,364	1.21	s 8.17	s 7.01	s 4.26	* 3.17	s 2.34	s 8.22	33.7		IRVINGTON 3.6	14.0	s 5.30	s 6.00	s 7.46	9.52	s 12.57	s **5.00**	**5.00**	
3,219	1.45	s 8.25	s 7.08	s **4.33**	* 3.25	s 2.41	s 8.28	37.3	D	WARM SPRINGS 4.4	10.4	s 5.23	s 5.54	s 7.39	9.46	s 12.50	s 4.54	**4.33**	6.15 AM to 6.15 PM
4,879	2.01	s 8.34	s 7.16	s **4.47**	* 3.33	s 2.50	s 8.36	41.7	D	MILPITAS 2.6	6.0	s 5.16	s 5.46	s 7.32	9.41	s 12.42	s **4.47**	4.15	6 00 AM to 6.00 PM
3,007	2.11	f 8.40	f 7.22	f 4.52	* 3.38	2.56	f 8.42	44.3		WAYNE 3.4	3.4	f 5.12	f 5.41	f 7.27	9.36	f 12.37	f 4.37	4.07	
Term. Yard. WFTOI	2.30PM	8.50PM	7.30PM	5.00PM	**3.45PM**	3.05PM	8.50AM	47.7	DNR	**SAN JOSE**	0.0	5.05AM	5.35AM	7.20AM	9.30AM	12.30PM	4.30PM	**3.55PM**	24 hours
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	(1.25)	(0.40)	(0.35)	(0.40)	(0.35)	(0.40)	(0 35)			Time over District		(0.32)	(0.38)	(0.35)	(0.30)	(0.35)	(0.37)	(1.35)	
	12.35	26.25	30.07	26.25	30.07	26.25	30.07			Average speed per hour		32.89	27.64	30.07	35.08	30.07	28.38	11.05	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 280 is superior to No. 279.

No. 129 will take east track of Y at Niles and back up to station.
Nos. 91 and 97 will handle milk west San Jose.
Nos. 93 and 90, 95 and 130, 97 and 96 will handle San Jose Branch Mail Car between San Jose and Niles, daily except Sunday.

TRAINS WILL STOP AS FOLLOWS:
Nos. 91 and 98 will stop on signal Chisholm Crossing, one mile and half east of Niles.
No. 130 make stops to leave passengers from points east of Livermore inclusive.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 306 Passenger and Freight Leave Daily Ex. Sunday	SECOND CLASS 152 Passenger Leave Daily	SECOND CLASS 154 Mixed Leave Daily Ex. Sunday	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 118 June 28, 1908 STATIONS		Distance from Merced	Minimum running time between stations for freight trains—minutes.	SECOND CLASS 151 Passenger Arrive Daily	SECOND CLASS 153 Mixed Arrive Daily Ex. Sunday	THIRD CLASS 305 Passenger and Freight Arrive Daily Ex. Sunday	Telegraph Office Hours
		9.00AM	9.00AM		0.0	DN	**SAN FRANCISCO** 91.9		163.9		4.28PM	7.28PM		
Interm. Yard. WFTYI	8.10AM	**1.30PM**	**1.20PM**		91.9	DNR	**STOCKTON** W. P. Crossing 5.8		72.0		11.45AM	3.45PM	4.00PM	24 hours
506	8.28	1.42	f 1.32	12	97.7		CHARLESTON (Spur) 1.6		66.2	13	†11.31	f 3.31	3.43	
772		f		4	99.3		WALTHALL (Spur) 2.3		64.6	4	f	f		
541	8.40	1.51	f 1.41	4	101.6		HOLDEN (Spur) 3.2		62.3	5	f 11.22	f 3.22	3.32	
3,127 WY	8.50	s 1.58	s 1.48	6	104.8	DR	**PETERS**		59.1	8	11.15	**3.12**	**3.22**	7.00 AM to 7.00 PM
3,127			1.48		104.8	DR	**PETERS** 5.7	Milton Branch	59.1			s 3.12		
759			f 2.03	14	110.5		WAVERLEY 5.8		64.8	20		f 2.57		
2,310 T			2.20PM	14	116.3	DR	MILTON		70.6	22		2.40PM		7.00 AM to 7.00 PM
3,127 WY	8.50	1.58			104.8	DR	**PETERS** 4.4		59.1		s 11.15		3.05	
3,208	9.10	s 2.07		9	109.2	D	FARMINGTON 3.3		54.7	11	s 11.05		2.45	7.00 AM to 7.00 PM
670		f		6	112.5		TRIGO (Spur) 2.6		51.4	9	f			
1,532	9.35	f **2.20**		5	115.1		COMETA 2.7		48.8	8	f 10.53		**2.20**	
1,031		f		5	117.8		CLYDE (Spur) 3.8		46.1	7	f			
910		f		8	121.6		BURNETT (Spur) 1.8		42.3	10	f			
6,957 WT	**10.20**	2.40 2.45		3	123.4	DR	OAKDALE Oakdale & W. Crossing 3.9		40.5	5	10.35 **10.20**		1.30	7.00 AM to 7.00 PM
2,808	10.45	f 2.53		6	127.3		CLARIBEL 6.1		36.6	9	f 10.00		12.50	
5,437	11.05	s 3.03		9	133.4	D	WATERFORD 1.6		30.5	13	s 9.38		12.25	7.00 AM to 7.00 PM
4,698	11.12	s 3.07		3	135.0		HICKMAN 5.8		28.9	4	s 9.30		12.15PM	
7,857 WT	11.30AM	s 3.18		9	140.8	DR	MONTPELLIER 6.2		23.1	13	s 9.15		11.55AM	7.00 AM to 7.00 PM
4,051		f 3.31		9	147.0		RYER 2.8		16.9	14	f 8.58			
592		f 3.36		5	149.8		ARUNDEL 3.7		14.1	8	f 8.50			
5,571		f 3.44		5	153.5		AMSTERDAM 4.7		10.4	7	f 8.40			
620		f		7	158.2		NAIRN (Spur) 3.9		5.7	10	f			
I					162.1		A. T. & S. F. Crossing x 1.8		1.8					
15,521 WFT		4.15PM		9	163.9	DNR	**MERCED** (72.0)		0.0	14	8.10AM			24 hours
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday								Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(3.20) 14.70	(2.45) 26.18	(1.00) 24.40				Time over District Average speed per hour				(3.35) 21.14	(1.05) 22.52	(4.05) 11.97	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 154 is superior to No. 153; No. 306 is superior to No. 305.

Trains must get clearance card at Milton only when an operator is on duty.

Nos. 151 and 152 will handle freight between Montpellier and Merced.
No. 151 will wait at Oakdale until 11.00 a. m. for connection with Sierra Ry.
No. 154 will wait at Peters for mail off No. 152.
x Towermen at A. T. S. F. Crossing not on duty 8.00 a. m. to 4.00 p. m.

Eastward FROM SAN FRANCISCO—VALLEY SPRING BRANCH—TOWARD SAN FRANCISCO. Westward

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 312 Mixed Leave Daily Ex. Sunday	SECOND CLASS 172 Passenger Leave Daily	SECOND CLASS 174 Valley Spring Passenger Leave Sunday Only	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 118 June, 28 1908 STATIONS	Distance from Valley Spring	Minimum running time between stations for freight trains—minutes.	SECOND CLASS 171 Passenger Arrive Daily	SECOND CLASS 173 Lodi Passenger Arrive Sunday Only	THIRD CLASS 311 Mixed Arrive Daily Ex. Sunday	Telegraph Office Hours
		9.00AM			0.0	DN	**SAN FRANCISCO**	131.2		4.28PM			
3,261 W		1.05PM			106.8		**WOODBRIDGE** 2.5	29.4		12.50PM			
20,753 WTF	7.00AM	s 1.55	8.30AM	5	104.3	DNR	**LODI** 3.8	26.9	7	12.35PM 11.20AM	4.25PM	5.10PM	24 hours
2,613	f	f	f	13	108.1		VICTOR (Spur) 3.6	23.1	19	f	f	f	
2,850 W	s 7.25	s 2.10	s 8.44		111.7	P	LOCKEFORD 4.0	19.5		s 11.00	s 4.08	s 4.47	7.00 AM to 7.00 PM
2,610	s 7.55	s 2.20	s 8.51	6	115.7	P	CLEMENTS 6.1	15.5	10	s 10.50	s 3.59	s 4.35	7.00 AM to 7.00 PM
2,672	s 8.20	s 2.35	s 9.05	11	121.8	P	WALLACE 5.6	9.4	15	s 10.35	s 3.45	s 4.15	7.00 AM to 7.00 PM
1,107	s 8.50	s 2.50	s 9.20	11	127.4		HELISMA 2.9	3.8	12	s 10.20	s 3.27	s 3.50	
422	f **	f **	f **	6	130.3		NORVAL (Spur) 0.9	0.9	8	f **	f **	f **	
3,016WT	9.30AM	3.10PM	9.45AM	2	131.2	PR	**VALLEY SPRING**	0.0	2	10.00AM	3.15PM	3.30PM	7.00 AM to 7.00 PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only				(29.4)			Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	
	(2.30)	(1.15)	(1.15)				Time over District			(2.50)	(1.10)	(1.40)	
	10.72	29.70	21.44				Average speed per hour			24.99	22.97	16.08	

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.

Trains will stop at cemetery between Lockeford and Lodi for funeral parties.

Eastward FROM SAN FRAN.—AMADOR BRANCH—TOWARD SAN FRAN. Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 132 Mixed Leave Daily	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 118 June 28, 1908 STATIONS	Distance from Ione	Minimum running time between stations for freight trains—minutes.	SECOND CLASS 131 Mixed Arrive Daily	Telegraph Office Hours
	9.00AM		0.0	DN	**SAN FRANCISCO**	139.8		4.28PM	
8,276 WFT	2.15PM		112.7	DR	**GALT** 5.6	27.1		11.00AM	7.30 AM to 7.30 PM
677	f	12	118.3		CONLEY (Spur) 3.3	21.5	17	f	
1,171	f 2.37	7	121.6		CICERO 1.4	18.2	10	f 10.35	
466	f	3	123.0		CLAY (Spur) 10.3	16.8	4	f	
2,437	s 3.15	24	133.3		CARBONDALE 0.7	6.5	31	s 10.00	
963	f		134.0		YARU (Spur) 2.2	5.8	8	f	
425	f	6	136.2		CLARKSONA (Spur) 2.5	3.6		f	
858	f		138.7		DAGON (Spur) 1.1	1.1	8	f	
4,407 WT	3.50PM	8	139.8	DR	**IONE**	0.0	3	9.15AM	7.00 AM to 7.00 PM
	Arrive Daily				(27.1)			Leave Daily	
	(1.35)				Time over District			(1.45)	
	17.10				Average speed per hour			15.48	

Eastward FROM SAN FRANCISCO—YOSEMITE BRANCH—TOWARD SAN FRANCISCO. Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 156 Mixed Leave Daily	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco via Antioch		Time Table No. 118 June 28, 1908 STATIONS	Distance from Raymond	Minimum running time between stations for freight trains—minutes.	SECOND CLASS 155 Mixed Arrive Daily	Telegraph Office Hours
	10.20AM		0.0	DN	**SAN FRANCISCO**	198.4		4.48PM	
13,964 WTF	5.10PM		177.5	DR	**BERENDA** 3.3	20.9		10.30AM	7.00 AM to 7.00 PM
I		15	180.8		A. T. & S. F. Crossing 4.0	17.6	15		
1,040	f 5.37		184.8		TALBOT 4.1	13.6		f 10.00	
8,482	f 5.58	8	188.9		DAULTON 2.9	9.5	8	f 9.43	
300	f		191.8		JESBEL (Spur) 4.0	6.6		f	
		21	195.8		DAY (No siding) 0.2	2.6	21	f	
1,039	f 6.25		196.0		HERBERT 1.3	2.4		f 9.18	
20,000	f 6.35	4	197.3		KNOWLES (Spur) 1.1	1.1	4	f 9.10	
2,846 WT	6.45PM	3	198.4	DR	**RAYMOND**	0.0	3	9.00AM	7.00 AM to 7.00 PM
	Arrive Daily				(20.9)			Leave Daily	
	(1.35)				Time over District			(1.30)	
	13.26				Average speed per hour			14.00	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 172 is superior to No. 173; Nos. 312 and 174 are superior to No. 171.

Trains must get clearance card at Ione, Valley Spring and Raymond only when an operator is on duty.

FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—Calistoga Branch.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY							THIRD CLASS	SECOND CLASS							FIRST CLASS					Distance from San Francisco		Time Table No. 118 June 28, 1908		Minimum running time between stations for passenger trains—minutes
	Steamer Trip From No. 148	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	262 Calistoga Freight	76 Napa Passenger	74 Napa Passenger	170 Suisun Passenger and Freight	178 Passenger and Freight	164 Napa Passenger and Freight	168 Suisun Passenger and Freight	162 Passenger	64 Calistoga Passenger	70 Santa Rosa Passenger	66 Calistoga Passenger Via N. W. P. Ry.	62 Calistoga Passenger	68 Santa Rosa Passenger					
	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		
	7.00PM	5.40PM											10.20AM			4.00PM	4.00PM	3.30PM N. W. Pac. Ry. Ferry	7.40AM	7.40AM	0.0	DN	**SAN FRANCISCO** DN	29.0	
	8.21PM	6.52PM											11.36AM			5.15PM	5.15PM		8.56AM	8.56AM	29.0	D	**VALLEJO JUNC.**	2.0	Vallejo Ferry
	† 8.35	**7.05	5.38PM	4.00PM	11.50AM	9.20AM	7.10AM						11.50			5.26	5.26		9.08	9.08	31.0	D	**SOUTH VALLEJO**	1.6	
	8.45PM	7.20PM	5.48PM	4.10PM	12.01PM	9.30AM	7.20AM																**NORTH VALLEJO WHF.**		
28,047 WFT											3.45PM		11.50AM	6.55AM		**5.38PM**	**5.28PM**		**9.20AM**	**9.10AM**	31.0	DR	**SOUTH VALLEJO**	1.1	2
948											s 3.48		s 11.53	s 6.58		s 5.41	s 5.31		s 9.23	s 9.13	32.1		NORTH VALLEJO	3.3	4
1,494											f 3.56		f 11.59AM	f 7.04		5.47	f 5.37		9.29	f 9.18	35.4		FLOSDEN	2.9	4
12,064 YO								8.25AM	**5.41PM**	5.00PM	s **4.04PM**		s 12.05PM	s **7.10AM**	6.35AM	s 5.53	**5.43PM**	From West Napa, Buchli and Wingo	s 9.35	s **9.25AM**	38.3	DR	**NAPA JUNCTION**	3.7	4
448									f 5.47	5.07			f 12.13		f 6.42	f 6.00			f 9.43		42.0		THOMPSON (Spur)	3.2	3
432													f								45.2		IMOLA (Spur)	1.3	2
7,491 W								**8.55**	5.57PM	**5.15PM**		2.55PM	12.25PM		**6.51AM**	s 6.12			s 9.53		46.5	DR	NAPA	2.3	
2,394								9.05				3.15PM				s 6.17		5.29PM	s 10.00		48.8	R	**UNION**	2.4	
970								9.13								f 6.21		f 5.33	f 10.06		51.2		OAK KNOLL	1.5	9
828								9.20								f 6.25		f 5.36	f 10.11		52.7		TRUBODY	2.3	
2,759 W								9.35				Via West Napa, Buchli and Wingo				s 6.30		s 5.41	s 10.17		55.0	D	YOUNTVILLE	3.5	4
2,154								9.47								s 6.38		s 5.47	s 10.25		58.5	D	OAKVILLE	1.9	2
1,757								9.54								s 6.43		s 5.50	s 10.30		60.4	D	RUTHERFORD	1.8	
1,596								10.01								f 6.47		* 5.54	f 10.33		62.2		ZINFANDEL	0.9	
528																					63.1		THOMANN (Spur)	0.3	4
1,402								10.10								f 6.50		* 5.56	f 10.37		63.4		CRANE	1.0	
4,232								**10.40**								s 6.55		s 6.00	s **10.40**		64.4		ST. HELENA	1.1	
908								10.53								6.57		6.02	10.43		65.5		KRUG	0.8	
967								10.57								f 7.00		f 6.03	f 10.44		66.3		BARRO	2.2	
555 W																f			f		68.5		BALE (Spur)	0.8	9
1,119								11.08								f 7.05		f 6.07	f 10.52		69.3		LARKMEAD	0.7	
847 W																f		f	f		70.0		MAPLE	2.7	
2,681 WT								11.25AM								7.12PM		6.15PM	11.00AM		72.7	DR	**CALISTOGA**		
	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.7)		
								(3.00)	(0.16)	(0.15)	(0.19)	(0.20)	(0.25)	(0.15)	(0.16)	(1.34)	(0.15)	(0.46)	(1.40)	(0.15)			....................Time over District		
								11.46	30.10	32.80	23.05	6.99	37.10	29.20	30.10	25.55	28.90	31.17	25.02	28.90			....................Average speed per hour		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 74 is superior to No. 75; No. 262 is superior to No. 261; No. 164 is superior to No. 163.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line.

Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.

Trains must get clearance card at South Vallejo only when operator is on duty.

TRAINS WILL STOP AS FOLLOWS:

At Suscol, Nos. 62, 64, 164 and 74 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 68, 70, 164, 168 and 170 on signal.
Nos. 162 and 76 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 74 Sunday will leave Cement Works 4:58 P. M.

STEAMER WILL STOP AS FOLLOWS:

From No. 48 stops at South Vallejo Saturday and Sunday only.
From No. 148 stops at South Vallejo Sunday only.

TOWARD SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—Calistoga Branch.

Westward.

Minimum running time between stations for freight trains—minutes.	Time Table No. 118 June 28, 1908	Distance from Calistoga	FIRST CLASS					SECOND CLASS								THIRD CLASS	FERRY								Telegraph Office Hours
			61	67	65	63	69	161	71	167	177	163	175	75	169	261									
			Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger via N. W Pac. Ry.	Calistoga Passenger	Santa Rosa Passenger	Passenger	Napa Passenger and Freight	Vallejo Passenger and Freight	Passenger and Freight	Vallejo Passenger and Freight	Vallejo Passenger	Passenger	Passenger and Freight	Calistoga Freight	Steamer Trip For Nos. 61 and 67	Steamer Trip For No. 47	Steamer Trip	Steamer Trip For Nos. 63 and 69	Steamer Trip For No. 19	Steamer Trip Tie up	Steamer Trip For No. 148	Steamer Trip Tie up	
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Sunday Only	
	DN **S FRANCISCO** 29.0	72.7	9.28AM	9.28AM	10.25AM N. W. Pac. Ry. Ferry	6.08PM	6.08PM											11.28AM							
	D **VALLEJO JC.** 2.0	43.7	7.55AM	7.55AM		4.50PM	4.50PM											10.12AM			6.11PM		7.55PM		
	D **S. VALLEJO** Vallejo Ferry 1.6	41.7	7.40	7.40		4.37	4.37										7.30AM	9.55	12.10PM	4.20PM		7.30PM	7.45	8.55PM	
	N.VALLEJOWHF.																7.20AM	9.45AM	12.01PM	4.10PM	5.48PM	7.20PM	7.35PM	8.45PM	
	DR **S. VALLEJO** 1.1	41.7	s 7.30AM	7.40AM		s 4.23PM	4.34PM			9.55AM		3.08PM	3.08PM		6.15PM										7.00 AM to 7.00 PM
4	NORTH VALLEJO 3.3	40.6	s 7.27	s 7.37		s 4.20	s 4.31			s 9.50		s 3.03	s 3.03		s 6.10										
8	FLOSDEN 2.9	37.3	7.20	f 7.30		4.14	f 4.24			f 9.41		f 2.53	f 2.53		f 6.01										
8	DR **NAPA JUNCT.** 3.7	34.4	s 7.15	**7.25AM**	To West Napa, Buchli and Wingo	s **4.09**	**4.19PM**	6.15AM	9.10AM	**9.35AM**	From West Napa, Wingo and Buchli	2.45 **1.25	s 2.45	**5.31PM**	**5.53PM**	3.10PM									6.45 AM to 6.45 PM
8	THOMPSON (Spur) 3.2	30.7	f 7.07			4.00		6.07	9.03			f 1.17	f 2.37	5.23											
6	IMOLA (Spur) 1.3	27.5																							
3	DR NAPA 2.3	26.2	s **6.58**			s 3.52		6.00AM	**8.55AM**		12.16PM	x 1.10PM	2.30PM	**5.16PM**		2.30									6.30 AM to 6.30 PM
	R **UNION** 2.4	23.9	s 6.52		s 8.25AM	s 3.45					12.01PM					1.55									
18	OAK KNOLL 1.5	21.5	f 6.48		f 8.20	f 3.40										1.40									
	TRUBODY 2.3	20.0	f 6.46		f 8.17	f 3.36										1.33									
	D YOUNTVILLE 3.5	17.7	s 6.42		s 8.13	s 3.30										1.25									6.05 AM to 6.05 PM
7	D OAKVILLE 1.9	14.2	s 6.35		s 8.06	s 3.21										1.10									6.00 AM to 6.00 PM
4	D RUTHERFORD 1.8	12.3	s 6.32		s 8.02	s 3.16										1.01									6.00 AM to 6.00 PM
	ZINFANDEL 0.9	10.5	f 6.28		f 7.59	f 3.12										12.52									
8	THOMANN (Spur) 0.3	9.6																							
	CRANE 1.0	9.3	f 6.26		7.57	f 3.10										12.45									
	ST. HELENA 1.1	8.3	s 6.25		s 7.55	s 3.09										12.40									
	KRUG 0.8	7.2	6.22		7.53	3.04										12.28									
	BARRO 2.2	6.4	f 6.21		f 7.52	f 3.03										12.25									
18	BALE (Spur) 0.8	4.2	f			f																			
	LARKMEAD 0.7	3.4	f 6.16		f 7.46	f 2.56										12.10PM									
	MAPLE 2.7	2.7	f		f	f																			
	DR **CALISTOGA**	0.0	6.10AM		7.40AM	2.50PM										11.55AM									5.45 AM to 5.45 PM
	(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Daily Ex.Sunday	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Sunday Only	
	Time over District............		(1.20)	(0.15)	(0.45)	(1.33)	(0.15)	(0.15)	(0.20)	(0.20)	(0.15)	(1.58)	(0.38)	(0.15)	(0.27)	(3.15)									
	Average speed per hour..........		31.20	28.90	31.86	26.75	28.90	32.80	24.60	21.09	9.20	24.38	24.38	32.64	16.20	10.51									

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception: No. 74 is superior to No. 75; 262 is superior to No. 261; No 164 is superior to No. 163.

Trains must get clearance card at Calistoga only when an operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 61, 63, 163 and 175 on signal.
At Middleton, Nos. 61 and 63 on signal.
At Orphans' Home, Nos. 67, 69, 167, 169 , 163 and 175 on signal.
Nos. 161, 75 will run to Cement Works at Napa Junction.
No. 169—no San Francisco connection.
No. 163, on special order, will make trip to Creston and return.
Engines on 163 and 259 will change daily at Napa for fuel.
Steamer waits at South Vallejo until 10.02 A. M. only for No. 167.

Eastward. **FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Branch Lines—TOWARD SAN FRANCISCO.** Westward.

SUISUN BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Vallejo		Time Table No. 118 June 28, 1908	Distance from Suisun	Minimum running time between stations for freight trains—minutes	SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	296	264	170	168							167	169	263	295	
	Santa Rosa Freight	Calistoga Freight	Suisun Passenger	Suisun Passenger							Vallejo Passenger and Freight	Vallejo Passenger	Calistoga Freight	Santa Rosa Freight	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
28,047			3.45PM	6.55AM		31.0	D	**SOUTH VALLEJO** 7.3	20.1		9.55AM	6.15PM			
12,064 YO	**5.55PM**	3.40PM	4.20PM	7.25AM	15	38.3	DR	**NAPA JUNCTION** 3.7	12.8	10	9.20AM	**5.42PM**	8.00AM	10.25AM	6.45 AM to 6.45 PM
4,613 W	6.12	3.57	f 4.28	f **7.40**		42.0		CRESTON 3.8	9.1		f 9.03	f 5.30	**7.40**	9.50	
5,820	6.25	4.15	s 4.38	s 7.51		45.8	D	CORDELIA 1.4	5.3		s 8.46	s 5.18	7.10	9.22	7.00 AM to 7.00 PM
9,907			f	f	10	47.2		THOMASSON (Spur) 1.7	3.9	15	f	f			
906	6.40	4.26	4.45	* 8.00		48.9		SUBEET 2.2	2.2		† 8.36	5.10	6.58	9.09	
32,028 WFTYO	6.50PM	**4.40PM**	**4.50PM**	8.05AM		51.1	DNR	**SUISUN**	0.0		8.30AM	5.05PM	6.50AM	9.00AM	24 hours
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(12.8)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(0.55)	(1.03)	(0.30)	(0.40)				Time over District			(0.50)	(0.37)	(1.10)	(1.25)	
	13.90	12.09	24.16	19.20				Average speed per hour			15.33	20.76	10.97	9.03	

* No. 296 will carry passengers.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 168 is superior to No. 167; No. 170 is superior to No. 169.

NOTE—Special Foot-note Page 20.

REGISTERING STATIONS:
Suisun and Napa Junction. (See Page 24.)

Eastward. **FROM SAN FRANCISCO—Oakland Sub-Division (Continued): Union, Buchli and Wingo Branch—TOWARD SAN FRANCISCO.** Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	FIRST CLASS	Minimum running time between stations for passenger trains—min.	Distance from San Francisco		Time Table No. 118 June 28, 1908	Distance from Union.	Minimum running time between stations for freight trains—minutes	FIRST CLASS	SECOND CLASS	Telegraph Office Hours
	404	66							65	403	
	Passenger and Freight	Calistoga Passenger via N. W. Pac. Ry.							Calistoga Passenger via N. W. Pac. Ry.	Passenger and Freight	
	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	
	9.00AM Via N. W. P.	3.30PM Via NWP Ferry			DN	**SAN FRANCISCO**			10.30AM Via NWP Ferry	6.15PM Via N. W. P.	
	11.02AM	5.01PM		36.2	R	**WINGO** 5.5	14.1		9.00AM	4.15PM	
813	11.20AM	5.11PM	10	41.7	R	**BUCHLI** 3.2	8.6	20	f 8.45AM	s 4.02PM	
1,223	s 11.30	f 5.16		44.9		STANLEY 3.4	5.4		f 8.39	s 3.56	
4,870 WTF	s 11.45	s 5.23		48.3		WEST NAPA 2.0	2.0		s 8.32	s 3.50	
2,394	s 11.55AM	s 5.28PM		50.3	R	**UNION**	0 0		8.26AM	3.45PM	
	Arrive Daily	Arrive Daily				(14.1)			Leave Daily	Leave Daily	
	(0.35)	(0.27)				Time over District			(0.34)	(0.30)	
	15.02	31.33				Average speed per hour			25.79	28.20	

Westward trains are superior to trains of the same class in the opposite direction. See Rule 72.

See page 23, Santa Rosa Branch, for movement of trains Buchli to Wingo.

No. 403 will wait at Union 10 minutes for connection with No. 63.

Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa lines. Cross-over switch at west end of this siding must be lined up for Tiburon line and siding must be kept clear between these switches.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.		THIRD CLASS	SECOND CLASS		FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 118 June 28, 1908	Distance from Santa Rosa.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS		THIRD CLASS	Telegraph Office Hours
		294	406	402	70	68	166							67	69	165	401	405	293	
		Santa Rosa Freight	Passenger and Freight	Passenger and Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.							Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight	Santa Rosa Freight	
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
					4.00PM	7.40AM			0.0		**SAN FRANCISCO**	75.0		9.28AM	6.08PM					
12,064	YO	10.50AM		10.20AM	5.47PM	9.27AM		8	38.3	DR	**NAPA JUNCTION** 4.9	36.7	11	7.24AM	4.17PM			4.52PM	5.15PM	6.45 AM to 6.45 PM
813		11.20	From Union and West Napa	f 10.31	f 6 00	f 9.42	From Union and West Napa		43.2	R	**BUCHLI**	31.8	5	7.11	4.02	ToWest Napa and Union	ToWestNapa and Union	4.38	4.55	
813		**11.20**	**4.02PM**	10.31	6.00	9.42	8.45AM		43.2	Automatic Block. R	**BUCHLI** 2.2	31.8		f 7.11	f **4.02**	5.11PM	f **11.20AM**	f 4.38	4.55	
721		11.27	f 4.06	f 10.37	f 6.04	f 9.45	8.50	4	45.4		MERAZO 1.3	29.6	8	f 7.06	f 3.55	5.07	f 11.12	f 4.33	4.47	
No Siding		11.30	4.09	10.40	6.07	9.47	8.52		46.7		**RAMAL**	28.3		7.04	3.52	5.05	11.10	**4.30**	**4.40**	
No Siding			4.09	10.40			8.52	3	46.7		**RAMAL** (No Siding) 2.0	28.3	4			5.05	11.10	4.30		
Siding on N.W.P. Ry			4.15PM	10.55AM			9.00AM		48.7	R	**WINGO**	30.3				5.01PM	11.02AM	4.25PM		
No Siding		11.30			6.07	9.47		5	46.7		**RAMAL** (No Siding) 3.5	28.3	7	7.04	3.52				4.40	
2,475		11.50AM			f 6.13	f 9.55		5	50.2	D	N. W. Pac. Ry. Crossing SHELLVILLE 3.1	24.8	7	f 6.57	f 3.45				4.25	7.00 AM to 7.00 PM
310								2	53.3		SNYDER (Spur) 1.4	21.7	3							
2,349	W	12.05PM			s 6.23	s 10.05		3	54.7	D	EL VERANO 1.7	20.3		s 6.49	s 3.38				4.00	6.30 AM to 6.30 PM
606					f	f		1	56.4		AGUA CALIENTE (Spur) 0.9	18.6		f	f					
369					f	f		1	57.3		SOBRE VISTA (Spur) 0.5	17.7	5	f	f					
892		12.15			f 6.31	f 10.13		1	57.8		N. W. Pac. Ry. Crossing YULUPA 0.7	17.2	4	f 6.43	f 3.29				3 49	
508		12.20			f 6.34	f 10.16		3	58.5		ELDRIDGE 1.5	16.5		f 6.40	f 3.27				3.44	
898		12.25			s 6.38	s 10.20		1	60.0		GLEN ELLEN 0.6	15.0	5	s 6.37	s 3.22				3.40	
499		12.30			f 6.40	f 10.22		3	60.6		WARFIELD 1.4	14.4		f 6.36	f 3.20				3.38	
495		12.35			f 6.45	f 10.26		3	62.0		BELTANE 1.6	13.0	6	f 6.32	f 3.17				3.33	
505		12.41			f 6.50	f 10.32		1	63.6		JEWETT 0.8	11.6		f 6.28	f 3.12				3.25	
2,497		12.47			s 6.52	s 10.35		2	64.4	D	KENWOOD 1.4	10.6	9	s 6.26	s **3.10**				**3.10**	6.00 AM to 6.00 PM
561					f	f		1	65.8		LAWNDALE (Spur) 0.7	9.2		f						
480		12.56			f 6.56	f 10.40		2	66.5		LOS GUILICOS 1.3	8.5		f 6.20	f 3.05				2.40	
1,290		1.00			f 6.58	f 10.43			67.8		ANNADEL 1.6	7.2	6	f 6.17	f 3.02				2.35	
620					*	*		5	69.4		OLESON (Spur) 0.9	5.6		*	*					
1,078		1.10			f 7.04	f 10.48		3	70.3		MELITTA 1.9	4.7		f 6.10	f 2.55				2.20	
992								5	72.2		BAKU (Spur) 2.8	2.8	14							
5,408	WT	1.40PM			7.15PM	11.00AM			75.0	DR	**SANTA ROSA**	0.0		6.00AM	2.45PM				2.00PM	7.30 AM to 7.30 PM
		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				36.7			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
		(2.50)	(0.13)	(0.35)	(1.28)	(1.33)	(0.15)				Time over District			(1.24)	(1.32)	(0.10)	(0.18)	(0.27)	(3.15)	
		13.34	26.38	17.85	25.00	23.90	22.00				Average speed per hour			29.71	23.95	33.00	18.33	22.30	11.41	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 294 is superior to No. 293; No. 402 is superior to No. 401; No. 406 is superior to No. 405.

No train order semaphore at Shellville.

Trains switching or using siding at Wingo on N. W. Pac. Railway must carefully observe Rule 99, also be governed by current Time Table N. W. Pac. Railway, and carefully note Special Rules Page 28, covering movements at Wingo, and between Ramal and Buchli.

Trains must get clearance card at Santa Rosa only when an Operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
Tule Vista Nos. 67 68, 69 and 70 during hunting season on signal.
At Felice—Nos. 67, 68, 69 and 70 on signal.

No. 401 connects at Wingo with N. W. Pac. Ry. 142.
No. 406 connects with No. 143 N. W. Pac. Railway at Wingo; No. 143 will not wait for No. 406 if late.

Oakland Sub-Division (Continued): Branch Lines.

Eastward. FROM SAN FRAN.—CLEAR LAKE BRANCH—TOWARD SAN FRAN. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS 80 Winters Passenger Leave Daily	FIRST CLASS 78 Rumsey Mixed Leave Daily	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		Time Table No. 118 June 28, 1908 STATIONS	Distance from Rumsey.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS 79 Winters Passenger Arrive Daily	FIRST CLASS 77 Rumsey Mixed Arrive Daily	Telegraph Office Hours
	3.00PM	7.00AM		0.0		**SAN FRANCISCO** 60.5	111.6		10.48AM	7.28PM	
12,978 WYF	6.00PM	9.55AM		60.5	DR	**ELMIRA** 4.3	51.1		7.50AM	4.20PM	7.00 AM to 7.00 PM
8,256	s 6.10	s 10.05	5	64.8	D	VACAVILLE 1.9	46.8	11	s 7.40	s 4.05	7.00 AM to 7.00 PM
680	f	f	2	66.7		VIOLET (Spur) 2.9	44.9	5	f	f	
1,495	f	f	3	69.6		HARTLEY 1.8	42.0	7	f	f	
778	f	f	3	71.4		ALLENDALE (Spur) 3.7	40.2	5	f	f	
1,298	f 6.30	f 10.30	5	75.7		WOLFSKILL 2.0	36.5	9	f 7.15	f 3.08	
6,061 WT	6.35PM	s 10.40	2	77.1	DR	WINTERS 4.3	34.5	6	7.10AM	s 3.03	7.00 AM to 7.00 PM
1,150		f 10.53	6	81.4		NORTON 3.3	30.2	11		f 2.49	
1,211		f 11.02	4	84.7		CITRONA 3.2	26.9	8		f 2.40	
3,432		s 11.10	4	87.9		MADISON 3.1	23.7	9		s 2.30	
6,627 WT		s 11.18	4	91.0	D	ESPARTO 1.9	20.6	10		s 2.15	7.00 AM to 7.00 PM
3,055			3	92.9		CORFU (Spur) 0.6	18.7	6			
1,297		f 11.25	1	93.5		CAPAY 4.2	18.1	3		f 2.05	
1,309		f 11.36	7	97.7		CADANASSA 4.1	13.9	14		f 1.50	
1,314		f 11.48	7	101.8		TANCRED 2.6	9.8	14		f 1.34	
1,304		f 11.55AM	4	104.4		SURREY 1.0	7.2	8		f 1.26	
557		f 12.02PM	3	105.4		AMARANTH 1.3	6.2	3		f 1.22	
1,329		s 12.08		106.7	D	GUINDA 0.6	4.9	4		s 1.18	7.00 AM to 7.00 PM
616		s 12.13	1	107.3		SAUTERNE 1.7	4.3	2		f 1.12	
1,319		f 12.18	3	109.0		CASHMERE 2.6	2.6	6		f 1.07	
3,080 WT		12.25PM	4	111.6	R	**RUMSEY**	0.0	10		1.00PM	
	Arrive Daily	Arrive Daily				(51.1)			Leave Daily	Leave Daily	
	(0.35)	(2.30)				Time over District			(0.40)	(3.20)	
	28.45	20.04				Average speed per hour			24.90	15.30	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exception: No. 78 is superior to No. 77.

WESTERN DIVISION

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's Office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

BULLETIN BOARDS.

Oakland Pier.
West Oakland.
Port Costa.
Vallejo.
Napa—Suisun.
Elmira.
Davis.
Sacramento.—Brighton.
Galt.
Lodi.
Stockton.
Tracy.
Mendota.
Raymond.
Fresno.
San Jose—Santa Clara.

REGISTERING.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but **conductors** must throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and **the operator** will then register for them. *Exception*—Rule 83 and D 83 must be observed when moving from double track to single track, unless prior register check shows **all superior trains** have passed, or if fail to properly **identify superior trains** on double track, stop at Register station end double track for positive check on such trains. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing inferior trains or trains of the same class to the train taking down signals.

TELEGRAPHONE INTERMEDIATE STATIONS.

Oakland Pier.—Dispatcher's office.
Vallejo Junction.
Port Costa.
Avon.
Tracy.
Mendota.
Niles.
San Jose.
Lathrop.
Stockton.
Lodi.
Galt.
Sacramento.
Benicia.
Suisun.
Elmira.
Napa Junction.
Santa Rosa.
Calistoga.
Merced.

At Fruitvale, Stock Yards and West Berkeley "Telegraphones" are in service.

In addition to Rules 6 and 6A Book of Rules, following signs will be used:

*Stop only to leave passengers.

†Stops only on Signal to receive passengers.

Westward overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at their initial stations or junctions, will stop to leave such passengers.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

TOWER No. 1.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

Trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side of track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

Westward trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to Bridge No. 2, and enginemen will, under no circumstances, run by them when at stop without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding.

Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 3, page 82.)

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a stop and not again moved until signal is given by proper authority from the tower.

TOWER No. 2.—Easterly on Shore End of Oakland Pier (Mole).

TOWER No. 3.—Crossing Fourteenth St. Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of Tower No. 3 on First Street and governs westward trains: Top arm governs west on main line to present signal near Tower 3; lower arm governs through new cross-over and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the Fourteenth Street Line with the old Alameda Line. Top arm governs westward trains through the cross-over and into Broadway (First Street); lower arm governs over First Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of Fourteenth Street and Alameda Line; lower arm governs through new "Y" and out on eastward main-track on First Street.

TOWER No. 4.—Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing Fourteenth St. Line, Seventh and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham Streets. Westward two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for westward trains westerly or westward main lines; lower signal good for westward trains westerly through cross-overs into main Freight Yard. Eastward trains on eastward main track governed by one-arm "home" signal almost opposite the tower. Other train movments at this tower to be controlled by dwarf signals.

TOWER No. 9.—East Oakland on First and Seventh Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. Eastward main-track signal is located about 400 feet west of cross-over.

Eastward Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

Westward trains are governed by two-arm signal located about 400 feet east of cross-over—upper arm for main track; lower arm for Seventh Street Line.

TOWER No. 10.—Fruitvale.

Westward main-line trains approaching this tower will be controlled by one-arm high signal on cantilever pole, and, in addition, by one-arm high signal west of tower. Westward Seventh Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one-arm high signal west of tower, and also by one-arm high signal located at junction point of main line westward and local tracks.

Westward Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station.

Eastward trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to Seventh Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out eastward main line, bottom arm controlling movement to Alameda Park Street Line.

Eastward Seventh Street Local, after making stop at Fruitvale Station, must receive signal located on left-hand side before proceeding.

Other train movements at this tower will be controlled by dwarf signals of the usual type.

TOWER No. 11.—Webster Junction.

Eastward trains, Fourteenth Street Line, from Alameda Pier approaching the interlocking limits will be governed by two-arm signal: Top arm for Fourteenth St. local line to one-arm signal at electric road crossing, which signal is good over Harrison Street Draw to the present two-arm signal on trestle controlled by Tower No. 3.

Eastward Alameda Horse-shoe line trains from Alameda Pier will receive lower arm of two-arm signal, good to one-arm signal at electric road crossing, which signal is good east towards Mastick on double track.

Westward Alameda trains for Oakland Pier approaching interlocking will be governed by two-arm signal: Top arm good on Harrison Street Bridge route to one-arm signal in about present location, which signal is good over Harrison Street Draw to present two-arm signal controlled by Tower No. 3.

Westward Alameda Horse-shoe trains from Mastick, approaching interlocking will receive lower arm, good on Alameda Pier route to one-arm signal 400 feet east of Alameda and Fourteenth St. line junction, which signal is good onto westward double track to Alameda Pier.

Westward Fourteenth Street line train approaching draw will receive top arm, good over Harrison St. Draw to one-arm signal west of electric road crossing, which signal is good to Westward track to Alameda Pier.

Eastward Alameda trains from Oakland Pier to Mastick, approaching drawbridge will receive lower arm, good over Draw to one-arm signal, which signal is good onto Eastward track Alameda.

All switching movements through this Interlocking will be governed by Dwarf Signals.

TOWER No. 12.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.

Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.

In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

TOWER No. 8.—Junction Double Track Switch, East Port Costa.

Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on westward track through Junction Switch.

TOWER No. 14.—Crossing A. T. & S. F. Ry., 1.8 miles west Merced (Oakdale Branch).

(Towermen Not on Duty 8.00 p. m. to 4.00 a. m.)

TOWER No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.4 miles east of Berenda.

COAST DIVISION TOWER.—San Jose; Junction of Western Division Niles Line and Coast Division.

COAST DIVISION TOWER.—SANTA CLARA; Junction of Western Division, S. P. C. Branch and Coast Division.

SACRAMENTO DIVISION TOWER.—ELVAS; Junction Western Division and Sacramento Division.

TOWER.—Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWER CROSSING WESTERN PACIFIC RY., BETWEEN STOCKTON AND ARMBRUST.—

Westward trains on main line will, if route is clear, receive Distant Signal and Right-Hand Home Signal on two-arm bracket post.

Westward trains on siding will receive Left-Hand Two-Arm Signal on bracket post, but without Distance Signal.

Eastward trains on main line, if route is clear, will receive Distant Signal and Left-Hand Signal on two-arm bracket post.

Eastward trains on siding will receive Right-Hand Home Signal on two-arm bracket post without Distant Signal.

TOWER—Crossing Western Pacific Ry. one mile east of French Camp.

Westward trains will receive Distant Signal located 2450 feet east of crossing; also Right-Hand Home Signal located 450 feet east of crossing.

Eastward trains will receive Distant Signal located 2450 feet west of crossing; also Right-Hand Home Signal located 450 feet west of crossing.

WESTERN PACIFIC TOWER—Crossing Weber Avenue and Union Street, Stockton.

Westward trains from Milton, Oakdale Branch, proceeding to depot on straight track, will receive UPPER arm on two-arm bracket pole, located on left-hand side of track.

Westward trains proceeding to depot by way of Oakdale Siding, or to Roundhouse, will receive LOWER arm on two-arm bracket pole.

Eastward trains will receive signals located on RIGHT-HAND side of respective tracks.

TOWER WESTERN PACIFIC CROSSING.—Located on Lathrop-Fresno Line About a Mile South of Lathrop.

Train and engine movements will be governed by the position of Home and Distant Signals on S. P. Co. Lines.

Signals on the S. P. Line will be left standing at Stop position while signalman is on duty during the day time, and Proceed at night, when there is no signalman on duty.

Trains must not exceed 30 miles per hour passing over interlocking crossings.

All signals in Interlocking System govern tracks in accordance Standard Rules 602 to 672, pages 104 to 110 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towerman.

DRAWBRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough.

Speed over these Drawbridges must not exceed 15 miles per hour.

SACRAMENTO, west end Sacramento River Bridge, eastward trains must not exceed six miles per hour full length of train.

If signals are clear, proceed. If at stop send flagman ahead and be governed by Rule 663, page 109.

SPECIAL RULES.

EXTRA TRAINS MAY PASS OR RUN AHEAD OF THIRD-CLASS TRAINS WITHOUT RECEIVING AN ORDER TO DO SO.

AUTOMATIC SIGNALS

On Single Track, within Automatic Block System limits, last portion of Rule 86 will not apply.

Referring to Rule 504, Page 101, Standard Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman, under conditions outlined in said rule. ON DOUBLE TRACK, under similar conditions, trains must come to a stop and may then proceed under control—flagman must be sent ahead in stormy or foggy weather.

EASTWARD trains, when meeting trains on double track between Army Point and Arsenal, must stand WEST of Signal No. 352 until Westward trains have passed Signal No. 355, near junction switch, to avoid holding Intermediate Signal against Westward trains.

Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for passenger and freight trains."

Noting RULE D 153, PAGE 31. "Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged." When on the OPPOSITE TRACK FARTHEST from the station must only pass a train at very slow speed. Trains which DO NOT stop at the station should be given preference. In case of two trains, both of which are scheduled to stop, WESTWARD TRAIN to have preference.

Switch lights duplicated with automatic signals have been removed between the following points: Martinez to Minard, Stockton to Brighton, Ellis Siding, Niles to San Jose, Niles to Elmhurst.

Road Engines, when moving between Roundhouse to train, a red light must be displayed on the rear end of tank over center of track in addition to white light.

SAN FRANCISCO AND PORT COSTA.

Main Tracks between Oakland Pier and (Bay Street) West Oakland, are designated as numbers 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for westward main line and suburban passenger trains;
Track No. 2 for eastward main line and suburban passenger trains;
Track No. 3 for westward main line and suburban passenger trains;
Track No. 4 for eastward. main line and suburban passenger trains.

Main tracks between (Tower 4) Sixteenth Street, Oakland, and Shellmound are designated as Nos. 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for westward main line passenger and freight trains;
Track No. 2 for eastward main line passenger and freight trains;
Track No. 3 for westward suburban trains;
Track No. 4 for eastward suburban trains.

Main tracks between Shellmound and Corbin are designated as Nos. 1, 2 and 3, numbering from the North:

No. 1 for westward main line passenger and freight trains;
No. 2 for eastward main line passenger and freight trains;
No. 3 for suburban passenger trains (West Berkeley Local).
Double track 1 and 2 extends from Corbin to Port Costa.

The switches at Sixteenth Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street on Niles Line, and the sign board east of drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to Sixteenth Street Station on Port Costa Line.

Approaching switches within the limits of Oakland Yard, trains will, when necessary, give whistle signal as per Rule 14, page 16, to the switchtenders.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching Sixteenth Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, o o o o.

The freight track in Cedar Street, between West Oakland and Sixteenth Street stations, is controlled by signals from Towers 2 and 4. Trains for West Oakland, arriving at Sixteenth Street, may leave that station regardless of their schedule time, or of opposing train, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with their superiority.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, Sixteenth Street, Oakland, before doing such work.

Trains must not exceed 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run under control. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from 7 p. m. until 6 a. m. for the westward movement of freight trains. Speed of freight trains using working track as above must not exceed 15 miles per hour, and Rule 99 must be strictly adhered to.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard extend to and include Arsenal Siding.

At Benicia, trains will be governed by special regulations issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for westward track.

Between hours 8.20 a. m. and 10.30 p. m. Switchtender at Arsenal will open and close switch for all EASTWARD passenger trains when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch AND RECEIVE PROCEED SIGNAL FROM SWITCHTENDER.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard trains and light engines must move under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Trains must not exceed 6 miles per hour over Sacramento River Bridge.

Trains through Broderick, west of Sacramento Bridge, must not exceed 8 miles per hour.

PORT COSTA, SAN RAMON AND TRACY.

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

TRACY AND MENDOTA.

When automatic signal east of junction switch at Tracy indicates stop, trains must not proceed until they receive signal from switchtender; if indicates proceed do so under control.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

All trains must be under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give proceed signal, either by flag or semaphore.

Speed over the crossing must not exceed 12 miles per hour.

By ordinance City Los Banos, misdemeanor to block any street crossing more than 10 minutes.

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford).

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton line.

Cross-over switch between junction switch and Fresno main track, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Speed over railroad crossing about 1 mile south of Lathrop must not exceed 12 miles per hour, notwithstanding flagman may give proceed signal, either by flag or semaphore.

Speed of trains within the limits of Modesto and Merced must be reduced to 15 miles per hour.

RAYMOND AND FRESNO.

By ordinance, the rate of speed of engines or trains is limited to 8 miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than 5 minutes at a time.

NILES AND SAN JOSE.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed 6 miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by interlocking semaphore signals controlled from tower near Third Street.

SAN FRANCISCO AND TRACY.

Main tracks between Oakland Pier and (Bay Street) West Oakland are designated as 1, 2, 3 and 4, numbering from the North and used as follows:

No. 1 for westward main line and suburban passenger trains;
No. 2 for eastward main line and suburban passenger trains;
No. 3 for westward main line and suburban passenger trains;
No. 4 for eastward main line and suburban passenger trains.

Main tracks between (Tower 9) East Oakland and (Tower 10) Fruitvale are numbered 1, 2 and 3, numbering from the North, and used as follows:

Track No. 1 for eastward Seventh Street suburban trains only;
Track No. 2 for westward main line passenger, freight and suburban trains;
Track No. 3 for eastward main line passenger, freight and suburban trains.

Except as designated above, double track extends from (Bay Street) West Oakland to Elmhurst via First Street. Suburban trains of Alameda line will use main-line double track between West Oakland and Fruitvale.

Left-hand high semaphore at East Oakland will govern No. 1 track.

Approaching Fruitvale on track (1) trains will be governed by new left-hand high-arm signal, located 450 feet west of the switches.

Suburban trains westward will use westward main track (2), between Fruitvale and East Oakland, Seventh-Street trains crossing over to proper tracks at East Oakland.

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of superiority of trains, except that freight trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Between Fruitvale and Elmhurst third-class and extra trains will move with "current of traffic," being governed by automatic block signals—and must clear time of first and second-class trains as required by Rule D 86.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, o o ——— o, as a signal to towermen Fruitvale. Horse-shoe suburban trains will give two long and one short blasts of the whistle, thus, ——— ——— o, as a signal to towermen.

The east end of double track (Elmhurst) being east switch of cross-over west of junction switch for South Pacific Coast main track trains.

The junction switch will stand normally for eastward trains, Oakland to Niles lines.

Unless switchtender is on duty and proper signal received, after calling for switch, trains to or from South Pacific Coast line and westward Niles to Oakland must open and close junction switch.

The west cross-over switch in westward main track leading to junction switch will be set for westward trains.

All westward trains from Niles and South Pacific Coast Ry. will register or leave registering ticket, Form 2588, at Elmhurst.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street on Niles Line and the sign board east of drawbridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to Sixteenth Street Station on Port Costa Line.

Should eastward trains leave Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to eastward main-line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice Streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the higher-class train, or the westward train of the same class shall have the preference, and the other must be brought to a stop until its engine has been passed by the rear end of the opposing train.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

TRACY, STOCKTON, LODI AND SACRAMENTO.

The junction switches at Tracy, after being used, must be set for the main track via Lathrop.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

Cross-over switch between junction switch and Fresno main line, Lathrop, must be lined up to siding; all trains from Fresno must stop before passing switch.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed 8 miles per hour.

The "LONG SIDING" extending from SOUTH STREET, STOCKTON, to EL PINAL may be used as second track for main-track train movement under train orders.

Between Asylum Switch and South Street yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under control.

By ordinance City Stockton, misdemeanor to block street-crossings longer than 5 minutes.

Junction switch, line Lodi and Woodbridge, after being used must be set for Sacramento and Stockton.

Junction switch, Valley Spring line, in Lodi siding must be set normally for siding. Trains using such track must avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard trains and light engines must move under control. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

By ordinance it has been made unlawful for

1. Any person, firm or corporation operating steam railroads within the City of Sacramento, to run any train or locomotive within the corporate limits of said City of Sacramento at a greater rate of speed than fifteen (15) miles an hour.
2. Every such railroad shall erect and keep erected at the point where such railroad enters the City, a signboard having legibly painted thereon the words "Slow speed, 15 miles an hour."
3. Penalty for each violation, a fine of not less than thirty nor more than five hundred dollars, or imprisonment in the city jail not exceeding thirty days or both such fine and imprisonment.

Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at "Proceed" the switches are set for Main track to Sacramento. When lower arm stands at "Proceed" switches are set for the "Y." All trains must approach Elvas under control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman.

Trains moving via Elvas from either direction destined Sacramento will sound two long and one short blast of whistle, thus, ——— ——— o.

Trains from either direction destined Brighton will sound two long and three short blasts of whistle, thus, ——— ——— o o o.

Trains from either direction destined to Roseville will sound one long and one short blast of whistle, thus, ——— o, as a signal to towerman to set switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table superiority. Under the conditions described in Automatic Block System Rule No. 504, trains must come to a stop and may then proceed under control, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass Signal No. 919 governing westward main line near Twenty-first Street should such signal be found at stop until signal has changed to safety, or hand-signal to proceed been given by switchtender.

See current Sacramento Division Time Table for further instructions and movement between Sacramento and Elvas, also Elvas and Roseville.

Towerman Elvas will keep register for information Western Division trains moving to and from Sacramento Division.

Junction switch at Brighton west of the station building must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch. All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton.

The Switch leading from Placerville to Homestead line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas line at Brighton, under control, so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than 4 miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to 12 miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

On freight trains over Creston Hill, between Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger.

NAPA JUNCTION, SANTA ROSA AND WINGO.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table superiority. A freight train, however, must not enter a clear block if a first-class train is so nearly due at opposite end of block that the freight train cannot clear the time of the first-class train five (5) minutes; but after such first-class train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the Santa Rosa-Napa Junction line. Signals will stand normally at "proceed" for Santa Rosa-Napa Junction trains and at "stop" for West Napa-Wingo branch trains.

Before entering the automatic block limits, West Napa-Wingo branch trains must set junction switch for West Napa-Wingo line, which, if no train is occupying the block, will cause signal to assume the "proceed" position, after which such train may proceed.

A train of either line finding signal at entrance to block at "stop" and not changing to "proceed," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 504.

In all other respects train and engine-men will be governed by Automatic Block System Rules Nos. 501 to 517 inclusive, Book of Rules.

UNION, WEST NAPA AND WINGO.

All trains will come to a stop before crossing the Napa Valley Electric Railway line at Myrtle Avenue, West Napa.

Conductors (or engineers in case of light engines) before permitting train or locomotive to go over crossing must ascertain whether trains of the electric railway line are approaching from either direction, by sending flagman ahead, and must give trains of the electric railway precedence and the right to crossing.

Switch at Wingo will be set normally for N. W. Pac. line. Enginemen on Southern Pacific trains approaching junction at Wingo will blow two long and three short blasts of the whistle, thus, ——— ——— o o o, as call to switchtender to set switch for Southern Pacific line. Switchtender on duty only during the day time. At night train crews will handle switch.

Southern Pacific swing train will make transfer to N. W. Pac. Ry. trains at Wingo, transfer to be made at junction switch, necessitating train occupying N. W. Pac. Ry. main line. When baggage and passengers are transferred, train will back up to clear N. W. Pac. main line.

Transfer of freight cars between Southern Pacific and N. W. Pac. Ry. will be made at Wingo siding, about 800 feet west of junction switch. Southern Pacific swing train should not occupy N. W. Pac. main line for switching freight cars until after connecting passenger trains have passed and must be fully protected while occupying N. W. Pac. tracks.

All N. W. Pac. Ry. and Southern Pacific passenger trains will approach junction switch at Wingo under control, expecting to find main line occupied. Eastward freight trains on N. W. Pac. should approach west end of Wingo siding under control, expecting to find Southern Pacific train switching at that point.

Drawbridge located across Steamboat Slough, about 1000 feet west of Wingo junction switch. All trains will be governed by current rules before passing bridge.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding 6 miles per hour.

Trains must not exceed 10 miles per hour while running in the main street in Capay.

Trains crossing on Steamer SOLANO between Port Costa and Benicia will be governed by the following regulations:

FREIGHT TRAINS.

Head brakemen must ride first cut (engine section) in on boat, riding on first car and setting brakes, after which he will return and ride head end of second and third cuts, and set brakes.

The rear brakeman must ride head end of last cut (caboose cut), then return and set all brakes on rear ends of cuts.

Three deckhands will set brakes on all cuts in between the two brakemen.

On arrival at other side, head brakeman must release all brakes on first cut and ride it off the boat.

Rear brakeman must release all brakes on second cut and ride it off the boat.

The deckhands will release the brakes on the remainder two (rear) cuts.

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut on the boat and set brakes.

Rear brakeman must ride head end of second cut on boat and set the brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes.

Deckhands must set the brakes in the middle cuts the same as when handling freight trains.

In unloading the same programme should be followed as in handling freight trains.

Passenger trains while on the Steamer must keep vestibule doors and traps open. The traps and doors must be opened as soon as the train comes to a standstill on the boat. Passengers must be cautioned not to lean out of the vestibule doors, as there is danger of being struck by iron rods or bars of steamer.

Locomotives standing at end of apron awaiting transfer on Steamer must arrange to cover headlights whenever reflection from same would be directly over apron into slip.

LOCATION AND LENGTH OF SPURS NOT SHOWN ON FACE OF TIME TABLE.

NAME	Between	Distance from San Francisco	Length	NAME	Between	Distance from San Francisco	Length	NAME	Between	Distance from San Francisco	Length
Newlove	Antioch and Neroly	57.0	864.5	Sather	Fruitvale and Kohler	11.3	9,526.0 Spur and Siding	Hislop	French Camp and Stockton	89.9	1,701.0
Vanormer	Westley and Emerald	105.8	764.0	Alston	Niles and Farwell	32.0	417.0	Sibley	Charleston and Walthall	98.7	380.0
Millux	Agatha and Dos Palos	150.6	778.5	Bonita	Sunol and Pleasanton	38.7	360.0	Silica	Helisma and Norval	128.3	450.0
Arbios	Cromir and Mendota	174.3	866.5	Verona	" " "	39.4	236.0	Younglove	Dagon and Ione	139.1	825.0
Washington	Mikon and Sacramento	89.3	3,844.3								

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. V. P. Brown	San Francisco, Cal	S. P. Emergency Hospital.
Dr. J. J. Meigs, Consulting Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J. P. Dunn, Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo
J. I. Vickerson, Assistant Surgeon		
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. E. M. Keys	Alameda, Cal	Alameda Mole and Newark.
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. W. Lucas, Emergency Surgeon	Richmond, Cal	Richmond.
Dr. H. E. Morrison	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. C. A. Lutz	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. I. Beattie	Santa Clara	Lawrence, Newark and San Jose.
Dr. D. A. Beattie	San Jose, Cal	Between Milpitas, Santa Clara and San Jose.
Dr. J. U. Hall, Consulting and Emerg'y Surg.	San Jose, Cal	
Dr. W. H. Emerson, Emergency Surgeon	Centerville	
Dr. R. J. Smith, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Martinez.
Dr Frank Rattan	Martinez, Cal	Between Port Costa and Cornwall
Dr. W S. George	Antioch, Cal	Between Cornwall and Byron.
Dr. Frank S. Cook, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H C. Crowder	Tracy, Cal	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.

NAME.	LOCATION	DISTRICT.
Dr. C. Mathewson, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction.
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer	Vacaville, Cal	Between Elmira and Allendale.
Dr. C. H. Fairchild	Winters, Cal	Between Allendale and Rumsey.
Dr. L. P Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E Bates	Davis, Cal	Between Tremont, Merritt and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Florin.
Dr. G. L. Stevenson	Sacramento, Cal.	Between Webster, Sacramento and Florin.
Dr. W. E. Brigs, Oculist and Aurist	Sacramento, Cal	
Dr. J. E. Frazer	Galt, Cal	Between Arno, Acampo and Cicero.
Dr. H. Beattie	Elk Gorve, Cal	Between Florin and Arno.
Dr. A. L. Adams	Ione, Cal	Between Cicero and Ione.
Dr. W. W. Fitzgerald	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton, Cal	Between Castle, Lathrop and Peters
Dr. F. W. Colman	Lodi, Cal	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley	Milton, Cal	Between Peters and Milton.
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Claribel.
Dr. R. J. Schmeidel, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth	Waterford, Cal	Between Claribel and Montpellier.
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. W. W. Apple, Emergency Surgeon	Turlock, Cal	
Dr. C. H. Castle	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. C. W. Reid	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp	Raymond, Cal	Between Berenda and Raymond.
Dr. O. B. Doyle	Fresno, Cal	Between Borden and Fresno.

HOSPITALS: General Hospital—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal. Division Hospitals—Oakland Central Hospital, Oakland, Cal., St. Francis Hospital, San Francisco, Cal. Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

Revised, Jan. 17, 1907.

CLASS "C" Consolidation Engines "T" Ten-Wheelers "M" Moguls "A" Atlantic Type "P" Pacific Type "S" Switch "E" Eight-Wheelers "TW" Twelve-Wheelers	ENGINE NUMBERS	Boiler Pressure	* BENICIA TO SACRAMENTO	BETWEEN † OAKLAND AND MENDOTA (via Martinez)		BETWEEN TRACY AND SACRAMENTO	TRACY TO NILES	NILES TO TRACY	OAKLAND TO SAN JOSE	SAN JOSE TO OAKLAND	BETWEEN LATHROP AND FRESNO	**NAPA JUNCTION TO SUISUN	**SUISUN TO NAPA JUNCTION
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—57 16/24 34	1487	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57 16/24 39	1492	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 16/24 39	1495, 1366	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 17/24 40	1522	140	1340	1360	1790	1340	460	500	990	1095	1415	404	300
E—63 16/24 48	1490, 1499	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63 16/24 39	1517	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 49	1519, 1520, 1521	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63 17/24 40	1488	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 40	1515, 1523	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63 17/24 43	1512, 1524, 1325	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57 17/24 57	1516, 1368, 1525	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63 17/24 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63 17/24 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69 17/26 55	1362, 1363	150											
E—69 17½/26 55	1364, 1365	150											
E—63 17/24 47	1349, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63 17/24 47	1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69 18/24 68	1402, 1403, 1404, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69 18/28 57	1415, 1416, 1418	150	1945	2115	2815	1945	690	735	1425	1575	2025	670	465
E—69 18/28 62	1419, 1420, 1421, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73 20/24 92	1446, 1457	180											
E—69 18/26 73	1463	160											
E—62 18/26 85	1474	160											
E—62 18/26 62	1475, 1478, 1479, 1480	160											
M—63 20/28 126	1615, 1619, 1622, 1629, 1633, 1636, 1639, 1641, 1643, 1654, 1655, 1656, 1661, 1663, 1667, 1671, 1673, 1674, 1683, 1685, 1690, 1707, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63 15½-26/28-144	1723, 1724, 1772, 1779, 1770	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57 18/24 72	2004, 2005	150	2320	2340	3100	2320	860	910	1715	1890	2415	860	615
T—57 18/24 55	2010, 2012	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57 18/24 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—63 18/24 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63 18/24 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57 18/24 64	2032, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 67	2070, 2074, 2086	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57 18/24 66	2105, 2112	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 79	2018, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 73	2114, 2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63 18/24 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57 18/24 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57 18/24 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57 18/24 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57 18/24 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69 19/24 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—69 20-29/26 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
A—84 15-25/28 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79 15-25/28 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81 20/28 105	3025, 3026, 3041	200											
C—51 19/30 101	2503, 2506												
C—51 19/30 96	2507, 2511												
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS—MS.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60 per cent engine rating will be given yard engine helper out of Oakland yard. West Oakland Yard Master must observe this

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland. For freight trains on Santa Clara use rating Lathrop and Fresno.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia			Dixon and Tremont	2.13	1.38	Acampo and Lodi	1.00	1.33	Pleasanton and Sunol	1.26	1.72
Oakland and Stockyard	1.50	1.50	Benicia and Army Point	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2.66	Sunol and Niles	1.17	F
Stockyard and West Berkeley	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro	1.53	1.40
Stege and San Pablo	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton	1.84	1.00	Lathrop and Banta	2.66	1.08	San Leandro and Haywards	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin	1.00	2.14	Banta and Tracy	1.23	1.08	Haywards and Niles	1.01	1.12
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77	Florin and Elk Grove	2.00	1.46	Tracy and Midway	F	1.22	Niles and Warm Springs	1.09	1.00
Rodeo and Vallejo Jct.	2.66	1.83	Cannon and Elmira	1.21	1.00	Elk Grove and McConnel	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett	F	1.83	Elmira and Batavia	1.47	1.66	McConnel and Galt	1.66	1.00	Altamont and Livermore	1.00	F	Milpitas and San Jose	1.01	2.76
Crockett and Port Costa	2.66	2.53	Batavia and Dixon	1.47	1.46	Galt and Acampo	2.00	1.33	Livermore and Pleasanton	1.26	5.47			

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth	1.30	2.66	Byron and Brentwood	1.93	1.50	McAvoy and Bay Point	1.66	2.33
Firebaugh and Oxalis	2.00	F	Linora and Gustine	2.33	1.47	Yarmouth and Lyoth	2.66	2.00	Bentwood and Neroly	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald	1.73	2.00	Bethany and Herdlyn	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta	1.40	1.53	Emerald and Westley	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct.	F	1.83
Volta and Ingomar	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00	Berenda and Minturn	1.50	2.60	Merced and Atwater	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon	2.20	F
Herndon and Madera	1.50	1.90	Minturn and Athlone	1.50	2.20	Atwater and Livingston	1.80	F	Keyes and Modesto	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct.	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville	2.35	6.00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

G. D. WRIGHT,
Div. Train Master, Oakland Pier.

JAS. RUMSEY,
District Train Master, West Oakland.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

TRAIN DISPATCHERS

C. E. NORTON, Chief.
E. ENTLEMAN, Asst. Chief.

W. E. DAVIDSON.
D. S. TROTH.
J. P. GALLAGHER.

W. J. CASSELMAN.
E. VROOMAN.

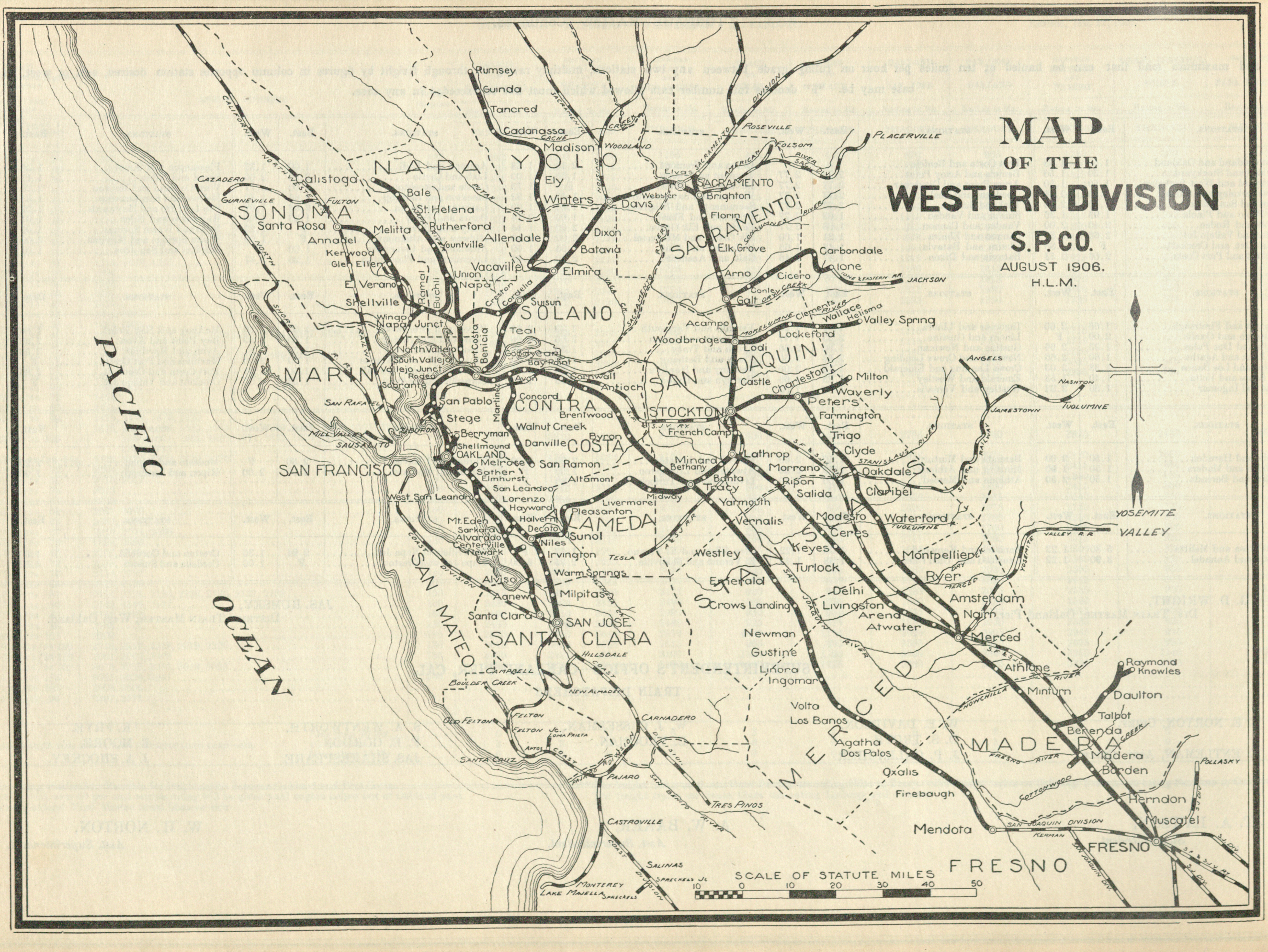
S. A. WENTWORTH.
F. E. GORDON.
JAS. SHAKESPEARE.

K. FRYE.
F MOORE.
J. A. SHOCKEY.

T. A. LAWSON,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

W. H. NORTON,
Asst. Superintendent.



MAP OF THE WESTERN DIVISION S.P.CO.

AUGUST 1906.

H.L.M.

PACIFIC
OCEAN
SONOMA
NAPA
YOLO
MARIN
SOLANO
SACRAMENTO
SAN JOAQUIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
STANISLAUS
MERCED
MADERA
FRESNO
Rumsey
Guinda
Tancred
Cadanassa
Madison
Capay
Esparto
Woodland
Ely
Winters
Davis
Dixon
Batavia
Elmira
Vacaville
Allendale
Elvas
Sacramento
Brighton
Florin
Elk Grove
Arno
Galt
Acampo
Woodbridge
Lodi
Lockeford
Clements
Wallace
Helisma
Valley Spring
Carbondale
Ione
Cicero
Jackson
Conley
Placerville
Roseville
Folsom
Cazadero
Gurneville
Fulton
Calistoga
Bale
St. Helena
Rutherford
Yountville
Santa Rosa
Annadel
Melitta
Kenwood
Glen Ellen
El Verano
Shellville
Schellville
Ramal
Buchli
Napa
Union
Napa Junct
Wingo
Suisun
Creston
Cordelia
Teal
Port Costa
Benicia
Goodyear
Bay Point
North Vallejo
South Vallejo
Vallejo Junct
Rodeo
Sobrante
Avon
Cornwall
Antioch
Castle
Charleston
Milton
Waverly
Peters
Farmington
Stockton
French Camp
Trigo
Clyde
Oakdale
Lathrop
Minard
Bethany
Banta
Tracy
Morrano
Ripon
Salida
Claribel
Yarmouth
Vernalis
Modesto
Ceres
Waterford
Keyes
Turlock
Westley
Emerald
Montpellier
Ryer
Delhi
Livingston
Crows Landing
Amsterdam
Arena
Atwater
Nairn
Merced
Newman
Gustine
Linora
Ingomar
Athlone
Minturn
Raymond
Knowles
Daulton
Talbot
Berenda
Madera
Borden
Herndon
Muscatel
Fresno
Pollasky
Kerman
Mendota
Firebaugh
Oxalis
Dos Palos
Agatha
Volta
Los Banos
Angels
Jamestown
Tuolumne
Nashton
Sierra Railway
Yosemite Valley R.R.
Yosemite Valley
Martinez
Concord
San Pablo
Stege
Berryman
Shellmound
Oakland
Melrose
Sather
Elmhurst
San Leandro
West San Leandro
Lorenzo
Hayward
Halvern
Decoto
Mt. Eden
Sarkara
Alvarado
Centerville
Newark
Niles
Irvington
Warm Springs
Milpitas
Alviso
Agnew
Santa Clara
San Jose
Brentwood
Byron
Walnut Creek
Danville
San Ramon
Altamont
Livermore
Pleasanton
Sunol
Midway
Tesla
San Rafael
Mill Valley
Sausalito
Tiburon
San Francisco
Hillsdale
Campbell
Boulder Creek
New Almaden
Old Felton
Felton
Felton Jc.
Loma Prieta
Santa Cruz
Aptos
Pajaro
Carnadero
Tres Pinos
Castroville
Salinas
Spreckels Jc
Spreckels
Monterey
Lake Majella
California Northwestern
North Shore
Coast Division
San Joaquin Division
Sacramento Division
S.F. & S.J.V. Ry.
S.J. Div.
Ione & Eastern R.R.
Cache Cr.
Putah Cr.
Sacramento River
American River
Cosumnes River
Mokelumne River
Dry Creek
Stanislaus River
Tuolumne River
Merced River
Chowchilla River
Fresno River
Cottonwood Creek
San Joaquin River
San Benito River
Pajaro River
SCALE OF STATUTE MILES
10 0 10 20 30 40 50